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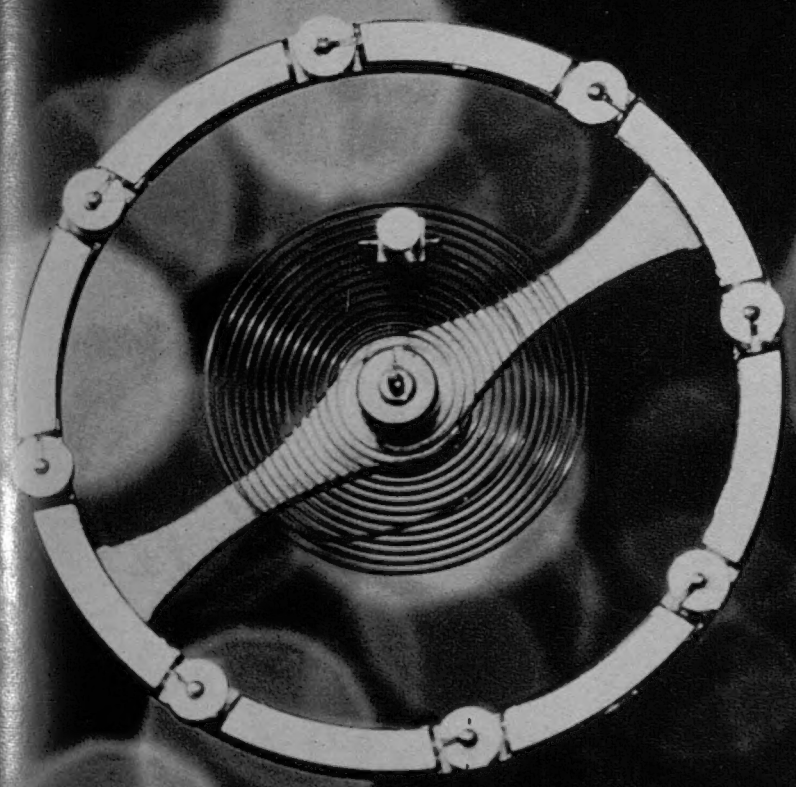

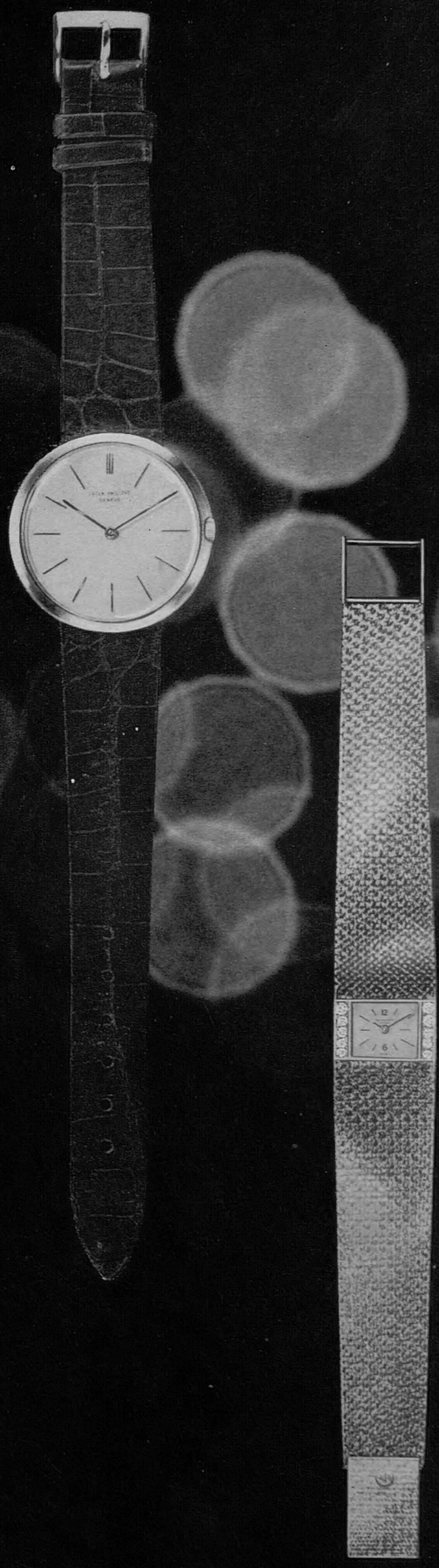

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Volume CCLV No. 3315 LONDON, December 14, 1963

THE SPHERE

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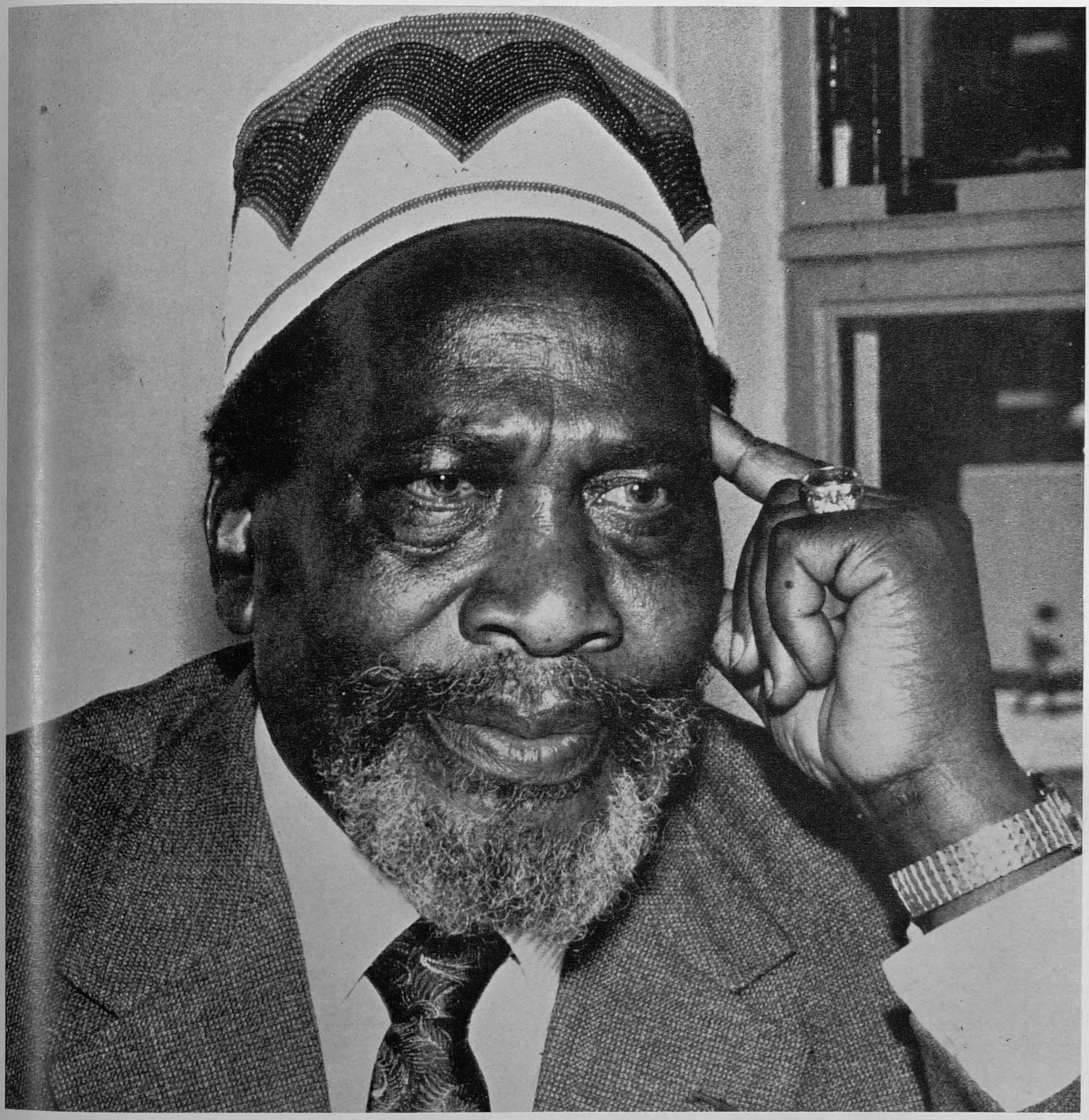

This Thursday, December 12, Kenya is celebrating its independence. By now a familiar figure not only in his native land but also in London, Mr Jomo Kenyatta, Kenya's Prime Minister, has been the key figure in the negotiations to achieve independence. The official climax of the celebrations will be in Kenya's capital, Nairobi. There the Duke of Edinburgh, representing the Queen, was to hand over to Mr Kenyatta the Constitutional Instruments of Independent Kenya. On pages 418-21 there is an illustrated article by a member of Mr Kenyatta's Government on the problems and plans of Kenya

INDEPENDENCE FOR KENYA

NEWS SUMMARY

Cheaper international air fares?; President Johnson hastens vital legislation; troops alerted in S.E. Asia

406 **INTERNATIONAL**

Representatives of 19 international airlines were meeting this week in Nassau, at the behest of Sir William Hildred, director-general of the International Air Transport Association. Last Monday it was believed that the meetings would end the deadlock on the proposed fare reductions on the North Atlantic routes. The new rates should come into force next April. A potent factor is that the American Civil Aeronautics Board is being given powers, under legislation passing through Congress, over international flights into the US as well as over US domestic flights. The Americans have been campaigning for lower Atlantic fares throughout this year. Most airlines are in favour of some kind of cuts, partly because business has been much better this year than last. As far as Britain's major international airline BOAC is concerned, it too reported better results. But these did not appear to be good enough. There has been a major re-shuffle of the board of BOAC, with a new chairman and managing director in Sir Giles Guthrie. The Minister of Aviation, Mr Amery, has given him a year in which to produce a plan to make the airline profitable.

The tour in Africa of Mr Chou En-lai, the Chinese Prime Minister, is due to begin in Cairo on December 14. His purpose is to win African support for the Chinese Communist doctrine in the ideological struggle with the Soviet Union. It is reported he hopes to persuade African leaders to agree to an Afro-Asian conference on the lines of the meeting held in Bandung in 1955. However, since most of the African states are neutralist, it seems more likely they would prefer to discuss Afro-Asian affairs at a non-aligned conference, such as the Belgrade gathering of 1961, from which China and the Soviet Union would be excluded.

GREAT BRITAIN

Last of the current crop of by-elections was on Thursday, December 12, in the Scottish constituency of Dumfries, where the Conservatives were defending a 7,000 majority.

What seemed to be the end of the Christine Keeler saga came when, last week, she was sent to prison for nine months, having pleaded guilty to charges of perjury and conspiracy.

On the industrial front, the Government has been facing difficulties over an incomes policy. Last Monday, the London busmen were still banning overtime until they got a satisfactory wage increase. For both the buses and the railways, wage increases of six per cent. or more seemed possible.

UNITED STATES

President Johnson is to address the United Nations in New York next week. The focus of his energies of his first weeks in office has been the endeavour to get President Kennedy's legislative programme through Congress. Using his acknowledged tactical skill he has secured promises of action in January on both the Civil Rights Bill and the Tax Cuts Bill.

Last Monday a PanAm Boeing 707 jet airliner crashed during a thunderstorm near Elkton, Maryland. All 81 people on board were killed. Eyewitnesses said the airliner blew up in mid-air.

Outside the White House in Washington are four members of President Johnson's Cabinet. From left: Mr Hodges, Secretary for Commerce; Mr Udall, Secretary of the Interior; Mr Dillon, Secretary of the Treasury, and Mr McNamara, Secretary of Defence. Members of the Kennedy Administration were asked to stay on

MIDDLE EAST

When Arab Chiefs of Staff met in Cairo last weekend, under the auspices of the Arab League, Syrian representatives asked for United Arab Republic military support should Israel proceed with a plan to divert water from the River Jordan into the Negev Desert. Syria claims that this action would deprive its land of adequate water resources. The Arab resolve to obstruct the Israeli project overrides the political feud that at present divides Cairo from the Baath Government in Damascus. But by Monday no reports had been issued of any joint military proposals. (An article on the Middle East follows on page 412.)

SOUTH EAST ASIA

One of the most provocative incidents in President Sukarno's confrontation of Malaysia occurred last Saturday when a Soviet-built TU-16 bomber of the Indonesian air force infringed air space over the Malaysian port of Tawau on the east coast of Sabah (North Borneo) with two low fast runs over the town. The nearest fighter protection for Tawau is the RAF squadrons based in Singapore nearly 1,000 miles away.

During the anniversary of last year's revolt in Brunei, British troops and police had their leave cancelled as a precaution against possible incidents. It was feared that there might be an increase in terrorism.

Troops were put on the alert in Bangkok to "forestall the danger of subversion" after the death last weekend of Field Marshal Sarit Thanarat, Prime Minister of Thailand, and one of the leading anti-Communists in South East Asia. Aged 55 he had held office since 1959. Two years earlier he had become the "strong man" of his country by leading a bloodless coup against the regime of Field Marshal Phibun. Until a new government is formed General Thanom Kittikachon, deputy Prime Minister to Field Marshal Sarit, heads a caretaker administration.

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THE NEWS IN PICTURES

Repairing BEA's London terminal
The twisted wreckage of the top floors of BEA's new West London air terminal in Cromwell Road after a disastrous fire last weekend. Workmen were toiling on a 24-hour day on emergency repairs to get the lower floors operating. Upper floors were gutted

The All Blacks scrape home
The ball goes loose after a scrum during the first Rugby international of the season, between the New Zealand All Blacks and Ireland in Dublin. The All Blacks won narrowly by 6-5, Ireland giving them an unexpectedly close fight and leading for much of the game

Distinguished German at Guildford
Pastor Martin Niemoller, of West Germany, discusses the order of service with the sub-Dean of Guildford Cathedral, Dr Chapman. Dr Niemoller preached at the cathedral last weekend. In the 1930's he was an early opponent of the Nazis

Violence in Venezuela
In Caracas, militiamen search for terrorists who fired on voters queueing up to poll in the general elections. Despite terrorist violence, there was a very high turn-out. The result was the election of Dr Leoni to succeed President Romulo Betancourt

THE NEWS IN PICTURES

Second child for the Kents

The Duke and Duchess of Kent, with their son, the Earl of St. Andrews, arrive by air at London Airport from Hong Kong. The Duchess of Kent is expecting her second child during the spring

Second child for Princess Margaret

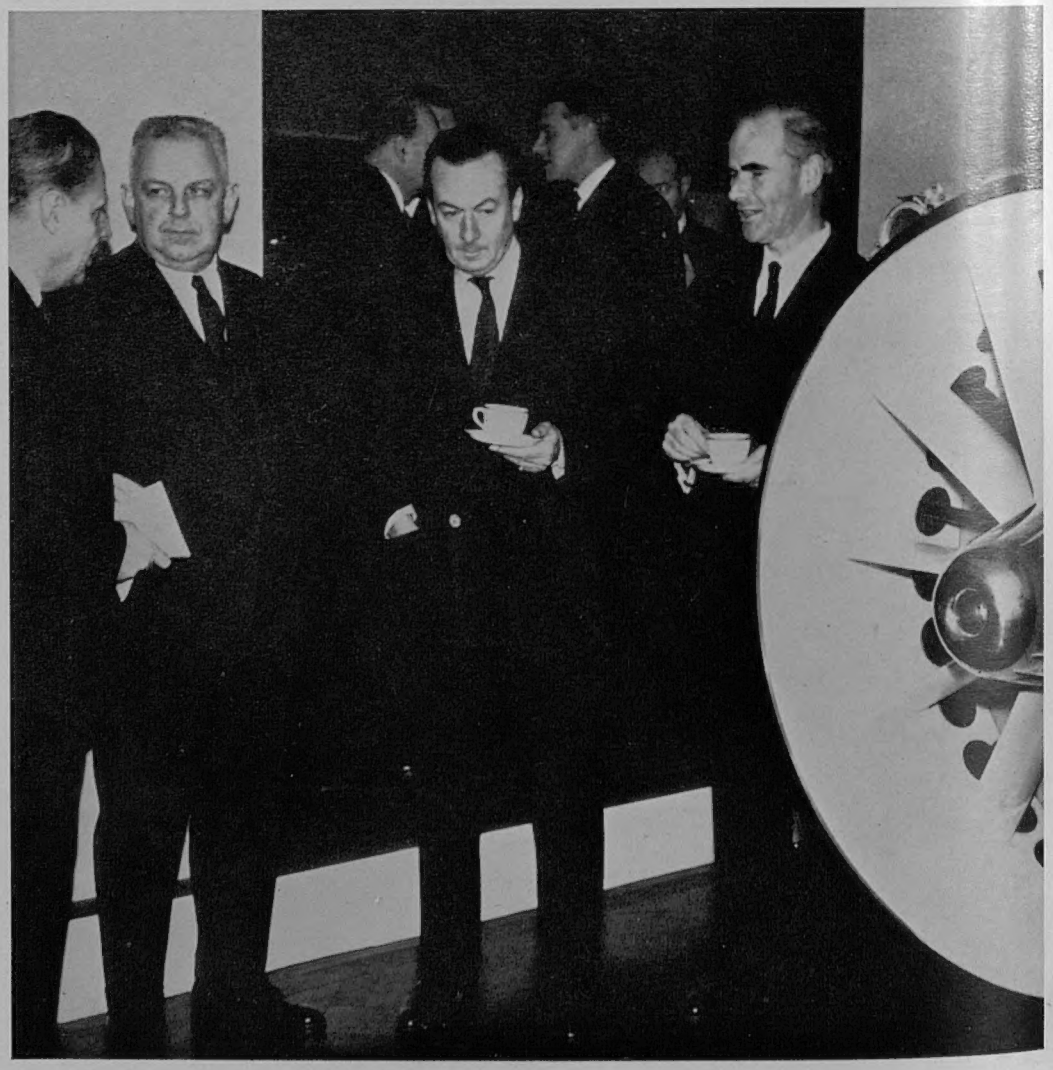
The Queen and Princess Margaret leave Burlington House, London, after paying a private visit to the Royal Academy's Goya exhibition. Princess Margaret is expecting a second child in April

Mr Hogg returns to the Commons

At St. Marylebone Town Hall, Mr Quintin Hogg, with his wife and daughter, waves cheerfully. In a low poll, the Conservative majority was cut from nearly 15,000 to 5,276. At the Openshaw, Manchester, by-election, Labour were returned with an increased majority. The Conservatives easily held the seat at Sudbury and Woodbridge

In accord on the Concord

Mr Amery, the Minister of Aviation, looks at a model of the Olympus engine to power the Concord supersonic airliner. He is flanked by M. Jacquet (left), French Minister of Transport, and Sir Reginald Verdun-Smith, Chairman of Bristol-Siddeley. The two Ministers were seeing work on the joint Anglo-French Mach 2.2 aircraft



THE NEWS IN PICTURES

Happy hunting for Mr Khrushchev
Mr Khrushchev, in a bigger than usual fur hat, poses with President Kekkonen of Finland, during a deer-hunt in the forests near Moscow. President Kekkonen was on an informal visit to Russia

The Australian General Election
Sir Robert Menzies, the Prime Minister, has been confirmed in power in the General Election. By last weekend, his coalition party had increased its majority to 21, with some results to come

The new Greek Premier on tour
Mr George Papandreou, the Greek Premier, waves to the crowds from the balcony of his hotel in Patras. He was visiting the town to attend St. Andrew's Day celebrations there. It was believed in Athens that his visit could be the start of a pre-election campaign. To strengthen his position in Parliament he might seek a February Election

First home-built nuclear submarine
The nuclear-powered submarine *Valiant* slides down the slipway after being launched at Vickers-Armstrongs' shipyard at Barrow-in-Furness. The ceremony was performed by Mrs Thorneycroft, wife of the Defence Minister. *Valiant* is the first nuclear submarine to be built entirely in Britain, unlike her sister submarine, *Dreadnought*

GREETINGS FOR V.I.P.s IN THREE CONTINENTS

Right : Herr Heinrich Albertz, the Deputy Mayor of Berlin (left), at Caius College, Cambridge University. With him is Mr P. Grierson, Fellow of the College (centre), and Mr Keith Mathews, British Political Adviser in West Berlin. Herr Albertz was on an official visit to Britain

Below: President Diosdado Macapagal of the Philippines is greeted at the airport of Monrovia for a visit to Liberia. On the left in front stands President William V. S. Tubman, of Liberia

Left: President Joseph Kasavubu, of the Congolese Republic (Leopoldville), is entertained by President Zalman Shazar of Israel in Jerusalem. President Kasavubu had arrived by air for a week's state visit to Israel. The Israeli army has been providing certain units of the Congo forces with training facilities

Right: Seen in Jakarta, capital of Indonesia, are Soviet Cosmonauts, Valentina Nikolayev (centre); her husband, Andrian Nikolayev (second right) and Valery Bykovsky (right). They were spending 10 days in Indonesia during a tour of S.E. Asia

Above: Garlanded with flowers, King Hussein of Jordan stands between Mr Jawaharlal Nehru, the Indian Prime Minister, and President Radhakrishnan, after his arrival in New Delhi. He was beginning a 12-day state visit to India

Left: At the Foreign Office in Whitehall, Mr Mennen Williams, United States Assistant Secretary of State, calls on Mr Butler. Mr Williams was passing through London on his way as the official United States representative to the Independence celebrations of Zanzibar and Kenya this week. His visit to Mr Butler was described as "just a courtesy call"

MIDDLE EAST SURVIVAL

412 Among the many spontaneous tributes paid to President Kennedy was the swift reaction of the Arab world to the news of his assassination. Periods of national mourning were announced in all the Arab countries, and there was a lull in the current propaganda battle in the Middle East. These bitter verbal clashes have become almost an accepted feature of the Middle East scene with Cairo's Voice of the Arabs usually playing a leading part. There was the prolonged exchange of insults between Cairo and Bagdad while General Kassem was in power. Until recently Jordan was a regular target. The present battle is between Cairo and Damascus. The lull following President Kennedy's assassination was brief.

The day following the President's murder the Egyptian and Syrian radios were mourning the passing of a great apostle of moderation and threatening each other in a language that could mildly be described as immoderate. By a strange irony, Bagdad, where assassination has become almost a form of political censorship, had withdrawn to the sidelines after the first relatively bloodless coup Iraq has experienced since the murder of King Feisal and Nuri Said in 1958, and the no less brutal killing of Kassem in the spring of this year.

There is at least one comparatively constant factor in the changing Middle East pattern. Both internally and externally President Nasser's policy has been remarkably consistent. Whatever the merits or demerits of Nasser's domestic policy may be, it can claim a quality that is rare in Arab politics, and especially in the Arab republics: stability. And there is no doubt that this internal stability has enabled President Nasser to play his cards abroad with a pragmatism which his closest rivals, the Baath Party, must envy him.

The Baath or Arab Socialist Renaissance Party originated in Syria only ten years ago, when its present leader, Michel Aflaq, a Syrian Christian and former member of the Syrian Communist party, merged his socialist group with that of Akram Hourani, an Arab nationalist who took part in the abortive pro-Axis Rashid Aly revolt in Bagdad in 1941. Aflaq, the more experienced of the two, mistrusted the Communists; Hourani favoured co-operation with the Communists until 1958 when fear of a Communist take-over in Syria sent the Baath leaders to Cairo for help. The result was the union of Egypt and Syria in the United Arab Republic with Hourani as Vice-President.

But by the end of 1958 it had become clear that Nasser's socialism and the Baath's socialism were poles apart. When an army coup in Damascus in September, 1961 brought the union to an abrupt end, Nasser with characteristic realism promised that Egypt would place no obstacles in the way of the newly independent Syria. But it must have been clear to Nasser then that the Baath party with its well-organised cells throughout the Arab world was a force to be reckoned with in the struggle for the leadership of the Arab world. At the same time he had to take account of the fact that there was a strong moderate element in the Baath party,

President Arif of Iraq gives a press conference after coming out on top in his struggle with Baath dissident

to which Aflaq himself belonged, which favoured union with Egypt, though in a federated form which Nasser had not been prepared to accept.

In February and March of this year the Baath made two gigantic steps forward. Largely due to the support it commanded in the Syrian and Iraqi armies, it came to effective power in both Damascus and Bagdad. But whereas the new President in Bagdad, Colonel Arif, was a non-Baathist known to favour union with Egypt, the new regime in Damascus was soon dominated by an anti-Nasser group, who ruthlessly suppressed an attempted coup by Nasser supporters. A somewhat tentative agreement, which had been reached for a federation between Egypt, Iraq and Syria, was repudiated in Cairo.

The extremist, anti-Nasser wing of the Baath Party took over in Bagdad, moved the bulk of the Iraqi army northwards to renew the war against the Kurds, and created a national guard in Bagdad and other cities, which was, in effect, a private Baath army. The next step was the setting up of a joint Iraqi-Syrian military command under an anti-Nasser Iraqi general. The dominant political influence in Iraq, however, was Syrian. Although the Syrian intellectual, Michel Aflaq, still occupied no official position, he appeared to be on the brink of realising the age-old dream of a union between Iraq and Syria.

The anti-climax that followed early last month was so orderly by comparison with previous coups in Bagdad that it suggested a counter-coup to forestall a coup. The Deputy Prime Minister, Ali Saadeh, a notorious anti-Nasser member of the Baath Party who had been largely responsible for creating the para-military national guard, was put on an Iraqi Air Force plane by his colleagues, among them the young and moderate Foreign Minister, and flown out willy-nilly to Madrid. The Foreign Minister and his supporters were thereupon put on another plane by Ali Saadeh's supporters and flown out to Beirut. Michel Aflaq and the Syrian Prime Minister General Hafiz flew into Bagdad with the clear intention of trying to heal the rift within their party. But in the meantime President Arif had been able to recall enough troops to Bagdad to deal with the situation in his own way. The national guard was disarmed and disbanded Aflaq and General Hafiz returned to Damascus with the dream of an Iraq-Syria union under Baath government not only unrealised but possibly shattered beyond repair.

What happened to frustrate the ambitious plans of the Baath? Internal dissension within the party was clearly an important factor and it is one that goes back to the party's very origins, when Marxist Socialists and National Socialists joined in an uneasy alliance. The resultant clash has been aggravated by the clash of personalities which is so much a part of Arab politics. But the undoubted appeal of President Nasser and his more pragmatic approach to Arab problems is probably the most important single factor. The Baath party has maintained its position in Syria only by ruthlessly suppressing opposition and thereby violating one of its own basic principles of social democracy. But even in Syria it is doubtful if it commands wide popular support.

It is not, in fact, a party with a mass appeal in the Arab world comparable to that of President Nasser, who, apart from anything else, is not merely an Arab but also a Moslem. It is significant that President Arif, in calling upon the Kurds recently to end the war in the north, based his appeal upon the religion that is common to both Kurds and Iraqis: Islam. And a telling propaganda point against the Baath has been the strong Christian and Marxist elements in the party.

The struggle between President Nasser and the Baath, in which, for the time being at least, the Baath have suffered a serious setback, is clearly not over. But now that President Arif appears to have consolidated his position in Iraq with the support of moderate Baathists, the more extreme Baathists in Syria may find it difficult to hold their isolated position for very long. The fact that a meeting of Iraqi, Syrian and Egyptian military leaders has been held in Cairo so soon after the shake-up in Bagdad suggests that practical politics are proving more persuasive than ideology. And in the practical politics of the Middle East, President Nasser's regime has a powerful argument on its side: continuity. In a world of coups and assassinations, survival is in itself an obvious asset.

D. J. S. Thomson

PAPAL VISIT TO THE HOLY LAND

Pope Paul at the second session of the Vatican Ecumenical Session in Rome. Last week, at the close of the session, he announced his intention to go on a personal pilgrimage to Palestine next month. He is to fly. The announcement, an extremely well-kept secret, was taken as a demonstration that Pope Paul wished to go back beyond any historical precedent. No Pope has been in the Holy Land since St. Peter and in fact no Pope has travelled out of Italy since 1809 when Pope Pius VII was taken to France as the prisoner of Napoleon. It is presumed that Pope Paul intends to visit both Jordan and Israel

A LONDON NEWSLETTER

13-15 John Adam Street, London, WC2

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Slaves of progress

In an address to the Town and Country Planning Association recently, Mr Maurice Broady, of Southampton University, spoke of the problems which the achievements of science and the resulting age of affluence already present to planners. He painted an horrific picture of a juggernaut set spinning by the inevitable consequences of scientific achievement. Nearly a quarter of all employees today are " office staff " and have risen to the middle class, while Midland factory workers on the £1,000 a year scale usually aspire to that status and to its way of life. That led to a still more horrific picture of the juggernaut feeding on England, squandering our resources, draining our blood or hardening our arteries. " We take mountains of iron, convert them into motor cars, sell them to become scrap and leave them to rust in dumps. As a result, we carve up our pleasant land into wider roads, dumps and enormous airports." In 40 years the world population, already difficult to feed, will be doubled, and the only hope would be to battery-feed them in skyscrapers. But still they would ask for more cars and planes and still the mass of concrete and ferrous-oxide would diminish the last green acres. That is the fate of *homo insipiens*, surrendering blindly to a machine-civilisation and accepting ironmongery as proof of his material success. Surely, the professors argue, *homo sapiens* can still contrive to live a life of dignity? Surely, it is too late. The vicious circle spins too fast. The achievements of science create the machine-civilisation which creates the affluent society which insists on more and more ironmongery and less and less greenery; and on the pressure-selling of the ironmongery the machine-civilisation depends for its survival and our society for its affluence. I wish some H. G. Wells would give us a work of fiction which would paint human life and the consequences to this island, if suddenly all oil supplies dried up and there came a gap of a few years before nuclear power fully supplied the uses of oil. How much in that interval would nature win back and commonsense regain ground?

Scoop

It is, I suppose, already " old-hat " opinion that the paramount rights and duties of press reporters and TV cameramen in the States and elsewhere are handicaps to security and interfere with justice. One gets a perhaps exaggerated picture of conditions obtaining in the USA (and not only in Texas) of reporters freely circulating in gaols and police stations, interviewing and snapping suspects, holding press conferences with condemned criminals, quizzing detectives and police, who gladly oblige, and generally milling around in the seats of justice where only officials should be, if they are to carry out their vital functions. The results, of course, in the Kennedy tragedy, were an all-time record " scoop " for the press and for TV. The squeamish minority may have had other feelings about these live recordings, and those responsible for security and for justice in the States may today wonder whether publicity carried to such lengths has perhaps gone far enough and decide that both security and justice would be better done, if not so clearly *seen* to be done, if a sensation-hungry public were kept at a distance, outside shooting range at least. The nightmare events at Dallas should result in a major reform in the American Constitution and secure to the Department of Justice far wider control over the police authority in individual States, so that the FBI can advise and co-operate in crime prevention and detection, at present the jealously guarded prerogative of individual States of the Union. We in Britain already feel anxiety over the growing insistence on the paramount rights of reportage in the press and on TV in criminal investigation, and our police are much more inclined than formerly to hold press conferences and to supply information which goes far beyond their justifiable need for co-operation from the public.

Right : The house in which Cecil Rhodes was born in Bishop's Stortford, Hertfordshire, on July 5, 1853, has been extended at ground floor level to accommodate the entrance foyer and cloakrooms of the Rhodes Memorial Museum and Commonwealth Centre. The Centre was opened recently by the Duke of Devonshire, Minister of State for Commonwealth Relations. Costing about £75,000 to build, it consists of a large hall and stage, green room, reception room, lounge, and a kitchen equipped to cater for banquets of up to 300 people. The two upper storeys of the original museum remain intact, as does the bedroom where Rhodes was born. After contributions towards the cost by Rhodesian mining companies and by other overseas organisations, £25,000 still remains to be found

Right: At Australia House, the Lord Mayor of London, Alderman C. J. Harman (centre) and Sir Eric Harrison, Australian High Commissioner (right) sample a 160 lb. Christmas pudding, claimed to be the largest in the world. An annual gift from the Dried Fruit Growers of Australia, it was presented by Sir Eric to Alderman Harman, who will give it to the Three Score Club for the Elderly

Applied ornithology

Applied ornithology is undoubtedly a subject which should be added to the curriculum of state schools and universities all over the world, in the effort to make the ever-increasing hours of leisure endurable. It (i.e. bird-watching) is also strongly recommended by the medical profession, as a means of relaxing the stresses of modern life and " re-opening the emotive side " of human nature. In Frankfurt the bird-watching remedy has already shown wonderful results. Of course it is necessary first to secure an adequate supply of birds in their natural settings. A bird in the bush i worth two in the hand. The Hessians hav succeeded in refilling the bushes. Before we in Britain imitate the faculty, we must seriously examine the growing complaints that our native garden birds are dying out, as a result of chemical spraying, the increase in predators on two and four legs, and other causes. Such complaints are certainly local and perhaps exaggerated. Some species temporarily decrease, while others increase. I suppose the Health Service will provide an issue of suitable field-glasses for patients. The quickness of the bird deceives the eye and success from both medical and scientific points of view depends on acquiring a stock of patience not inherent in human beings.

Green graves of Balgowrie

I was, I suppose, still at my private school when I first read Jane Findlater's *Green Graves of Balgowrie*. I have read it more than once since 1896, but if I had not, its dreamlike, other world qualities would still be green in my memory. The authoress died in 1946 and recently her sister, Mary (who co-operated with her in other novels, usually of Scottish life, of which *Penny Monypenny* and *Crossriggs* were popular successes) has died too, just short of 100 years old. The thing about them and their novels that abides with me as something unique is that, though they wrote of the world in their time more than half a century ago, those novels seemed to depict a world a century

Below and left: Scenes at the new church of St, Andrew, Orford, near Warrington in Lancashire, on the day of its consecration by the Bishop of Liverpool. In the picture on the left he is seen with other clergy sitting behind the altar. Among those attending the service was the Princess Royal. Pictures of the church during construction were in last week's issue of *The Sphere*. Two unusual features of the new church are its Fibreglass spire and the extensive use of Plimber wood chipboard in the interior fabric

dead in the Edwardian era. That is even true of *The Green Graves*, set in the late 18th century, which was admired by all sorts and conditions of men and women; and the fact is a testimony not only to the ladies' integrity but to the changeless qualities in the remoter parts of the Scotland they knew.

Up John and at 'em

In my youth (like Father William) I was called to the Bar though I never got to the stage of arguing each case with my wife. But my memories of brief (and briefless) days in the Temple and the Law Courts include one which retains the qualities of a nightmare, freshly recalled. It was at a conference in a solicitor's office at which the new Lord of Appeal's, Lord Upjohn's, father was present and to which I went in the company of my Chambers' tutor, Mr Elgood. Mr W. H. Upjohn, KC, a brilliant Chancery lawyer, was a terror of the Bar and Bench and when his quick temper was roused, the wrath of Achilles was child's play compared with his. The solicitor in question had "slipped up" in some vital particular and when Upjohn had finished with him, all our faces were the colour of parchment and the wretched solicitor was collapsed over his desk like a pricked gamboge balloon. No wartime memory of horror remains so vivid in my memory. His son has inherited all his father's great abilities but disclaimed the *damnosa hereditas* of his fiery temper. In consequence he has risen much higher. *The Old Stager*

PLAYS FOR THE MIDDLEMAN

416 There are signs that West End theatre audiences are swinging back towards the well-made play, with its strong plot, neatly articulated people and plenty of strong curtains. The signs are there: the highly successful revival of Coward's *Private Lives*, the cool reception accorded Robert Bolt's fantasy *Gentle Jack*, and two new plays, photographs of which are on these pages. Christopher Taylor's adaptation of Henry James's *The Wings of the Dove* remains faithful to its original and indeed captures some of that elusive dissection of human motives characteristic of his work. It is roughly the last part of the book which has been translated to the stage. Millie Theale, the simple young American millionairess dying of a mysterious illness, waits for her adventure in her palazzo in Venice. Round her are twined the threads of a plot which in any other hands than James's would seem melodramatic. In this production, fine acting, with softly luminous performances by Susannah York, in her first West End appearance on the stage, and Wendy Hiller, catch a great deal of the Jamesian mood. The other play is the latest in the series of business thrillers by George Ross and Campbell Singer and is called *Difference of Opinion*. A taut, crisp plot about goings on at boardroom level provides plenty of good lines and thumping curtains. And there are the complications in the typing pool to keep the story moving.

Above: In *The Wings of the Dove* at the Lyric, Merton Denver (James Donald) and Susan Shepherd (Wendy Hiller) try to mend the broken plot to save Millie
Top right: Susan Shepherd smiles in sympathy as the young Millie Theale (Susannah York) expresses her warm feelings for Merton Denver
Right: Time to say good-bye—Merton, Susan Shepherd, Pasquale (Graham Corry), Millie, Kate Croy (Gene Anderson) and Maud Lowder (Elspeth March)
Photographs by Reg Wilson

Above: Pauline Page (Gillian Lewis) tries to comfort Tessa Anstey (Sarah Long), in *Difference of Opinion* at the Garrick
Top: Dissension in the boardroom. From left are Henry Prosser (John Stratton), Anthony Wilcox (John Gregson), Mark Sutherland (Kynaston Reeves), John Freyling (Raymond Huntley), Bernard Davenport (Lionel Gamlin) and Samuel Greenhill (Andrew Crawford)
Above right: Pauline Page and Anthony Wilcox
Photographs by Houston Rogers

NO PIE-IN-THE-SKY

An exclusive article on the occasion of Kenya's independence by **Mwai Kibaki, M.P.,** *Parliamentary Secretary, Ministry of Finance and Economic Planning*

418 Kenya moves to Independence confident in its ability to improve the lot of its peoples and determined to play its part on the world stage. It offers the hand of friendship to men and women of all countries and all races who genuinely seek co-operation. It has offered no pie-in-the-sky promises to its own inhabitants, who have been reminded time and time again by the Prime Minister, Mr Kenyatta, that Independence will mean hard work and sacrifice if living standards are to be raised and the evils of poverty, ignorance and disease overcome.

The Government has its plans and priorities. Since June, when it assumed responsibility, it has demonstrated not only its capability to rule wisely and impartially but its determination to curb extremism and to unify the peoples in a national effort to secure the maximum gains within the least possible time. Nobody pretends that this task will be easy, but already there is growing recognition of the fact that an impressive start has been made. Many of the critics who earlier this year were prophesying tragedy have been convinced by the sincerity and firm-mindedness of the Government, and it is true to say that never before in Kenya's history have the people been more united in facing the challenges of the future. The emphasis *is* on the future.

In the spirit of 'Harambee' (pulling together), as urged by the Prime Minister, there is a general resolve to forget—and forgive—the errors and animosities of the past. Getting angry with history is a sterile occupation and Kenya, while defending its rights and upholding its obligations, is anxious to set about the pressing social and economic problems of the country freed from a sense of past grievances. Within the first six weeks of office, the Government took the first steps towards long-term economic development planning. A six-year development plan from 1964-65 to 1969-70 has already been approved and there is plenty of evidence to indicate that foreign money to finance the schemes—we are conscious that a country like Kenya must depend to a very considerable extent on overseas investment—will be forthcoming.

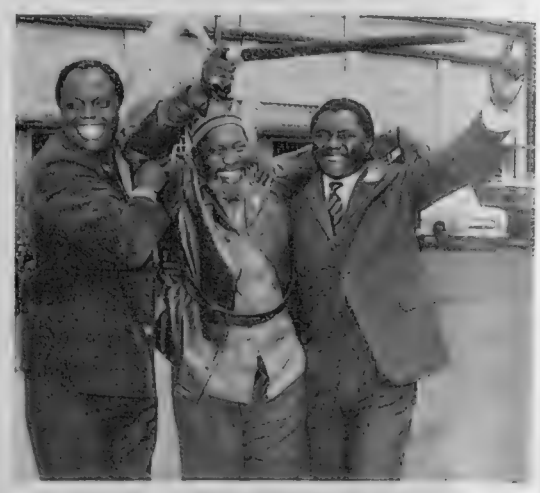
We are now in the second year of our five year expanding schemes for settlement. Forestry estates are one of the obvious lines for us to develop. Through developing the estates we have already been able to alleviate the problem of unemployment, which for some years has been formidable and to which the Government is giving urgent attention. Currently, we are resettling about 7,000 families—i.e. about 60,000 people altogether—on some of these forest estates. But of course the main emphasis has been on resettlement in agricultural areas. Already 12,000 families have been settled on 750,000 acres under what has come to be known as the Government's million-acre scheme, and it is encouraging to note that in very many instances production has increased, in some cases by between 30 and 40 per cent. Co-operatives are being organised for the new farms.

In the field of education, it will continue to be the Government's policy for the time being to lay emphasis on secondary education, including technical education, because it is in the stage of secondary education that Kenya has the most serious bottleneck in economic development. Some people may stress that what we want is to send more and more people to University, to get degrees, to be graduates, to become engineers and so on; that is all very well, but for the purpose of economic and social revolution—which we are planning in this country—you cannot effectuate it unless you have intermediate skills.

We need nurses, stenographers, secretaries, road foremen and that class of skills. Therefore the emphasis in our development is to expand and intensify secondary school education, so that the graduates from technical schools will be more easily trained and will be able to take the various vacancies that we need them to fill. Everybody in the country knows that we are not committed to the ideology of either East or West. We are convinced that in Kenya we, the people, who have to face the problems, will work out our own solutions. In that exercise we are willing to take experience from America, from China, from Russia, from Hong Kong, from Bulgaria, from Cuba, from Hawaii, from Puerto Rico, from any one we like. What we are not prepared for is to change our outlook and approach and to refer to text books that were written in the 19th century by people who had to face problems and conditions vastly different from our own.

The Government has already made clear the nature of the economy for which we are working. It will be a mixed economy, in which the Government will make its contribution in spheres where Government can be most effective, in spheres where the profit motive may not be strong enough to drive private investors, in spheres where the private investor may be hesitant to come in, in spheres where the project may take a long, long time to mature and to show profit. We are not going to interfere in those areas in which services and goods are being provided efficiently by private industry. It would not pay us to do so, unless there is clear evidence that an industry is either exploiting its workers or seeking to dominate the whole economy. It would be the height of irresponsibility for a Government in a country such as Kenya, which is short of capital resources, to waste the little amount of capital we have in buying out somebody who is already running an efficient industry.

We intend to have an economy where the Government and the private industries co-operate, and an economy where the ordinary individual is free to move his money in the direction he wants. This is not to say that we are not aware that the bulk of the people in Kenya are poor and that they look to the Government for the provision of social services and incomes which they are not in a position to provide themselves. Our goal for the ordinary man, who is poor, is for the Government to provide the services he needs on the understanding that he works with us in the first few years by tightening his belt, rolling up his sleeves, and working hard to increase the national product.



Top: The author; Mr Kenyatta and Mr Tom Mboya
Above: Mr Ngala, the leader of the Opposition
Above right: Mr Macdonald is Governor-General

Everybody knows that agriculture is the main industry in Kenya. We in the Government agree with the recent World Bank Mission that for some time agriculture is going to continue to be the main source of livelihood for the bulk of our people. We must, therefore, look for new crops. We must diversify production. The Government has started to explore the world for new markets. In our industrial planning we are determined that such industries as we shall develop and encourage will be those which can compete with others on the world market. Every effort will be made to encourage local industries, through tariff protection and other inducements, thus avoiding the need to import goods which can more easily be produced locally.

It is true to say that since the Government took over in June there has been a remarkable display of confidence by industrialists in the future of Kenya. Kenya's natural assets—its unrivalled scenery and wild life—have a world-wide reputation. The Government intends to develop tourism and to expand the services—roads, hotels and communications—on which this most important industry depends. But there are other plans on which the Government sets just as much score. These are what are referred to as self-help schemes in which the people in specific localities decide to work with their own hands to provide for themselves a facility they want. Such schemes give the ordinary people a feeling that they are making their own contribution to the development of the country. Backing such projects will be the National Fund, set up by the Prime Minister just *continued on page 420*

Above: At work on a European farm
Above left: The new owners of a farm, under the agricultural resettlement scheme service their tractor
Left: Representatives of overseas universities at the inauguration of the University of East Africa
Below: Examining seedlings on a forestry estate
Bottom: Boys at a Nyeri youth club saw timber

NO PIE-IN-THE-SKY *continued from page 419*

a few months ago, to which every person, however poor, will be able to make some contribution to the advancement of the new Kenya.

We believe that our policies, ranging from help-yourself development projects in the villages to national measures to tackle clamant issues, such as unemployment, will commend themselves to our people and to those who wish Kenya well. We intend to act in fairness to all. In the past Kenya has been referred to as a land of opportunity—for some. We in the Government propose to make it a land of opportunity—for all.

Above: A Hindu temple in Mombasa is a reminder that some of Kenya's citizens are Indians

Top: A flock of sheep on a European farm in the Highlands

Above right: The aerial view of Nairobi shows many of the modern buildings in the capital of the country

Right: Football practice at the Alliance High School at Kikuyu near Nairobi. The school is sponsored by the Government of Kenya and by various missionary societies

Top: Coffee picking. Coffee is one of the main crops of Kenya

Above: The *Southern Baobab*, the first cement-carrying ship to operate in Africa, loading cement at Mombasa

Far left: Laboratory assistants test the quality, colour and flavour of fruit being canned

Left: Nyali beach is one of Kenya's many instances of splendid tourist attractions

BRIAN VESEY-FITZGERALD

PAST AND PRESENTS

422 When you read this there will be just eight shopping days to Christmas: time enough and to spare. Of course, if you are one of those who take heed of the warning—40 shopping days (or whatever) to Christmas—you will long since have done your Christmas shopping. And I will wager that you are now regretting it, for you will now be seeing in the shops all sorts of things which you know instinctively would make much more suitable presents than those you have bought: and there will be no more money. But I wonder how many people do, in fact, heed the implied threat—buy early or there may be nothing left. I wonder how many people are really moved to spend by the appearance of Father Christmas outside a store in the first week of November? (This year one was actually reported *in situ* in the last week of October!) Christmas, the advertising of the same, gets earlier and earlier. Personally, I find the increasing commercialisation of the festival distasteful.

Mind you, I did not always feel like this. When I was a boy I took Christmas very seriously and started to prepare the ground well ahead. Indeed, I was far in advance of the modern shopkeeper. I had my list of wants—at any rate, a preliminary list; for, naturally, I would add to it from time to time—prepared by early autumn, and lost no opportunity of showing it to parents, aunts, uncles, cousins, godparents and anybody who looked to me like an "easy touch." The sooner I could get the idea of Christmas into their heads the better was I pleased.

Looking back over half a century, I cannot recall that my promotion schemes had any success at all. Not that I was over-ambitious, exorbitant in my demands. A Shetland pony, a python or boa constrictor, a monkey, a parrot, a bear cub: surely there was nothing out of the way in suggesting gifts such as those? And, oh, how I wanted them. What I got was what adults considered suitable for a small boy: the "right" sort of toys. I never had any inclination to play with the right sort of toys. And I must say that, on the whole, my relatives showed a remarkable lack of imagination. I could always rely on an unwearable tie from one of my aunts: she had a passion for pale colours, pinks and yellows particularly and preferably in stripes. (This annual gift, which must have started when I was about eight, continued to the day of her death, by which time I had learned that they were useful for keeping my gardening trousers more or less in place.) I did not want toys or ties: I wanted animals. My lists of wants were mostly a waste of time. But I kept on trying.

I suppose I gave up trying when I was 16 or so. I recall that as a teenager I hated being asked my wants, because I then felt it incumbent upon me to suggest something cheap. And the last thing I really wanted was something cheap.

Now, of course, the situation has changed altogether. Nobody now even asks me what I want for Christmas. My wants are simple and well known. They may be summed up in two words: smoke and drink. Drink poses no problem. It is evident that my friends and relations consider anything alcoholic to be suitable. And I do not quarrel with this. But, having smoked the same tobacco for some 40 years, it does rather surprise me that my family should still be unaware of its name. The simple truth is that I have reached the "got" stage: "got to give the old boy a present: smokes a pipe doesn't he?" I am, in fact, now at the age when I am expected to give rather than receive.

It is better to give than to receive. There can be no doubt that there is great pleasure in giving presents at Christmas. Or rather, speaking for myself, there was. I used to get enormous pleasure pottering round the shops picking up this here, that there, each item with someone particularly in mind. But now now, with the exception of my immediate family (and they are at pains to make their wishes plain), I find that I have not the faintest idea what to give. Times have changed Christmas, so it seems to me, at any rate where the teenagers and the early twenties are concerned, has become a casualty of the affluent age. Everyone seems to have everything. No longer need you save, not do without, to get something you really want.

Even if this is not wholly true, how on earth are you to know? Records made by the Beatles might appear to be a pretty obvious choice for any teenage girl of "pop" mentality. But when you find one sighing wistfully about the need for German lessons, if only someone . . . ? Well, would you get any pleasure out of giving the fee for a dozen German lessons as a Christmas present? I have given up. (I should have done so in any case sooner or later, for the cost of the parcel post is now prohibitive and you pretty well need those "forty days" to ensure the thing getting there in time.) Now, except for the very young, all my gifts at Christmas are tokens. Lazy? Yes, of course it is. Unimaginative? Yes, of course it is. As unimaginative as that aunt of mine and her ties. Remembering those ties, I think that maybe as we pass from the receiving age to the giving, we all tend to become lazy and unimaginative. But, at least, the token-giver does not have to be a mind-reader.

Did I say that times have changed? Not for the young. There, there has been no change. I, having reached the giving age, now realise that, as a small boy, I was not in any way unusual. Lists are still prepared and presented hopefully far in advance of Christmas. Indeed, I was backward. One child of my acquaintance asked me weeks back if I was going to give him a present for Christmas again this year. When I said that, if I had any money at Christmas, I might, he promptly presented me with his list, coupled with the advice that it would be a good idea if I bought now, while I had the money!

Three hopeful young shoppers at the Finnish Christmas Bazaar at the Finnish Seamen's Church in London

RUGBY v OUNDLE

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(1) M. H. Bowden (Oundle) tackles A. J. Brown (Rugby) in the mid-field. He is supported by P. J. S. Enderby (far left), E. N. Meeson and R. H. L. Brittain. Running in on the extreme right is I. M. MacInnes of Rugby

(2) J. Bracegirdle jumps for Rugby supported by P. S. Zuckerman. Around them are Oundle players, A. R. Heygate, F. G. Westbrook, R. A. Chapman, P. S. Onyett, P. Silk, J. N. Cheatle and J. G. Ramsdale

(3) M. H. Bowden scores for Oundle, with R. H. L. Brittain running behind him in support. Half-hidden behind Bowden is a Rugby player, A. J. Brown

(4) I. A. Sutherland gets the ball away for Rugby, but F. G. Westbrook (far right) is going after it

(5) Oundle players seen in action against Rugby forwards, J. M. H. Bellhouse, F. G. Westbrook, J. N. Cheatle, P. Silk, R. A. Chapman and A. R. Heygate

(6) E. N. Heeson between two Rugby players. J. S. McCall is kicking the ball

Oundle (dark shirts) beat Rugby (white shirts) by 18 points (a dropped goal and five tries) to nothing, thus preserving their record of victories for the year. Both sides handled the ball whenever they could, but whereas Rugby's best moves often ended in a dropped pass, Oundle, cutting out the frills, set about the business of scoring points by the most direct and simple method.

In the first five minutes Oundle's right-wing, Bowden, scored twice. Both tries followed breaks and well-timed passes by Enderby and Heeson.

Although Rugby had as much of the game as Oundle from then until half-time, they missed opportunities, and Bowden scored his third try after a powerful kick by Heeson had been dropped in Rugby's "25".

Later on in the second half, J. Bracegirdle of Rugby sustained a knee injury and became a "passenger" in the scrum second row. Oundle then began to dominate in the scrums and line-outs, scoring from a push-over try in which the outsides of both sides took part.

In the under-strength Rugby scrum, Zuckerman, MacLachlan and Thomas worked very hard to hold the opposition. But Oundle managed to add six points to their total by touching down a loose ball for a try, and by a drop-kick after a miss-kick across field by Rugby.

Had Rugby not missed two easy penalties the scores might have been very much closer.

EXPERIMENTAL FARM IN OMAN

424 The Sultanate of Muscat and Oman—the coastal sweep on the eastern spur of the Arabian peninsula—is a land too little known. Inaccessibility plus a desire for privacy on the part of the Sultan, has meant that few travellers penetrate this region. Only to listeners to the radios of Cairo and Bagdad and to students of United Nations debates, is Oman a famous name. Arab propagandists are doggedly trying to keep alive the fiction of a separatist Omani state created by an abortive revolt which ended in 1959. A phantom legion of dissidents bombs, shoots-up and otherwise disposes of an equally non-existent host of British troops, and "a despotic colonial rule" is said to be reinforced by "a reign of terror"! (Apart from a score or so of officers seconded to the Sultan's army, and some others on private contracts, there are no British troops stationed in Oman.)

It is pleasing, after these imaginary excitements, to discover that one of the climaxes of the year in Oman is an Agricultural Show and Farmers' Day in traditional English style—complete with displays of monster marrows, cabbages, cauliflowers, beetroot and, indeed, almost every vegetable to be found in Surrey. Farmers' Day in Nizwa is now in its third highly successful year. About 1,200 people attended the occasion this year—some taking their proud exhibits as far as 300 miles by Land-Rover across bumpy sand-tracks. Prizes were awarded after a luncheon—provided by the Sultan—at which mountains of rice and mutton disappeared in about 20 minutes.

The Experimental Farm at Nizwa was founded with the co-operation of the Sultanate authorities and on the initiative of the British Middle East Development Division, based on Beirut. It is planned to help local farmers make the most of their potentially rich but difficult land. At and around Nizwa, farmers are now growing new and more profitable vegetables and fruits, many of which they had never even seen before. They can get help in installing pumps for irrigation—more than 200 have been installed in the past two years. They can also be loaned tractors for ploughing and levelling. At first suspicious of innovation the farmers of the region now flock to Nizwa to learn, experiment and exchange theories and yarns. Many who had moved years or even generations ago to Zanzibar and East Africa have now returned to their own land. Jack Eyre, Agricultural Adviser to the British Middle East Development Division (now part of the Department of Technical Co-operation), was the prime mover on the British side in establishing the Experimental Farm, but now he only needs to visit it two or three times a year to advise on problems and note progress.

Mr Eyre is one of a group of expert specialists who travel all over the Middle East at the request of the local Governments, giving their skill and advice free. The Division prefers to "get things moving" rather than pay bills. Although the Nizwa Farm is supported by a grant from the British Government, the cost to the British taxpayer is small. Against this must be placed the fact that the goodwill earned is immense.

Above: Among the 1,200 visitors to this year's Agricultural Show and Farmers' Day at Nizwa in the Sultanate of Muscat and Oman is the Wali of Nizwa
Above centre: A certificate is presented to an Arab prize-winner at the Agricultural Show by Mr John Phillips, then HM Consul General in Muscat, the capital of Oman
Top: A general view of the Experimental Farm at Nizwa. The soil throughout the coastal strip is rich. Crops grow well in it given adequate irrigation

Above: Judging some of the entries is Major F. C. L. Chauncy, one of the three Englishmen who are personal advisers to the Sultan. Opposite him is Mr Vazir Hasan, the Supervisor of Agricultural Development; and on his right, the Wali of Nizwa
Left: Omani farmers set off to tour the Experimental Farm. They come from all parts of the country
Top: A farmer demonstrates the use of a Ransomes Caterpillar tractor on the rough soil of Nizwa. Tractors of this kind can be loaned to any farmer

SOME SPRING CRUISES BY SYLVIE NICKELS

426 The two first questions which govern the choice of any cruise are "how long" and "how much", and only the individual concerned can know the answers to these. But there are other factors which should be considered much more than they are, especially when considering a cruise for the first time.

One of these is the size of the cruise ship, which can range from 80,000 to under 3,000 tons. A small ship obviously has less deck space, smaller cabins and responds more quickly to the moods of the sea; but it is also more manoeuvrable, can get into some ports where large ships cannot, and can squeeze itself through really narrow waterways (the Corinth Canal, for example). A small ship is usually much less formal, but will have a less glossy entertainments programme. There are few things worse on holiday than being swept into a lively programme you don't want, or being left to your own devices when you want to be entertained. Of course, there are many variations between the two extremes.

The port of embarkation is another factor. If time is limited, or if you are in a hurry to reach the sun, or if you are quite simply a bad sailor, there are obvious advantages in choosing an all-in arrangement which includes return travel to a Mediterranean port. But if you enjoy the possible vicissitudes of the Atlantic, don't mind the time spent getting to the Mediterranean (which probably includes such splendid ports of call as Lisbon), it is obviously much less bother to board ship in the UK. Some arrangements, such as Bergen Line's 24-day spring cruise, start in the Mediterranean (Monte Carlo, April 14) and finish in Southampton.

Spring sunshine over Valetta harbour in Malta, a key point in many Mediterranean cruises. The MV *Meteor* (on the r

Choosing the right cruise

For most people a cruise means relaxation, gaiety, sunshine and a glimpse of new places; for others, the order of priority is reversed, and the latter will be particularly interested in the cruises, accompanied by expert lecturers, offered by Fairways and Swinford, under the auspices of the Society for Hellenic Travel, and Swans' Hellenic Cruises. Fairways and Swinford's spring cruise (105-299 gns; March 31 to April 16) sails from Marseilles to Italian, Greek and Turkish ports, with return surface travel London-Marseilles. Swans' four spring cruises (112-340 gns) last 15 days, go to Greece and Turkey, plus Yugoslavia in two cases, and Lebanon and Cyprus in one, with return flight London-Venice. Also starting from Mediterranean ports, but with connecting travel to the UK, is a whole series of cruises by Typaldos Lines presented by Global.

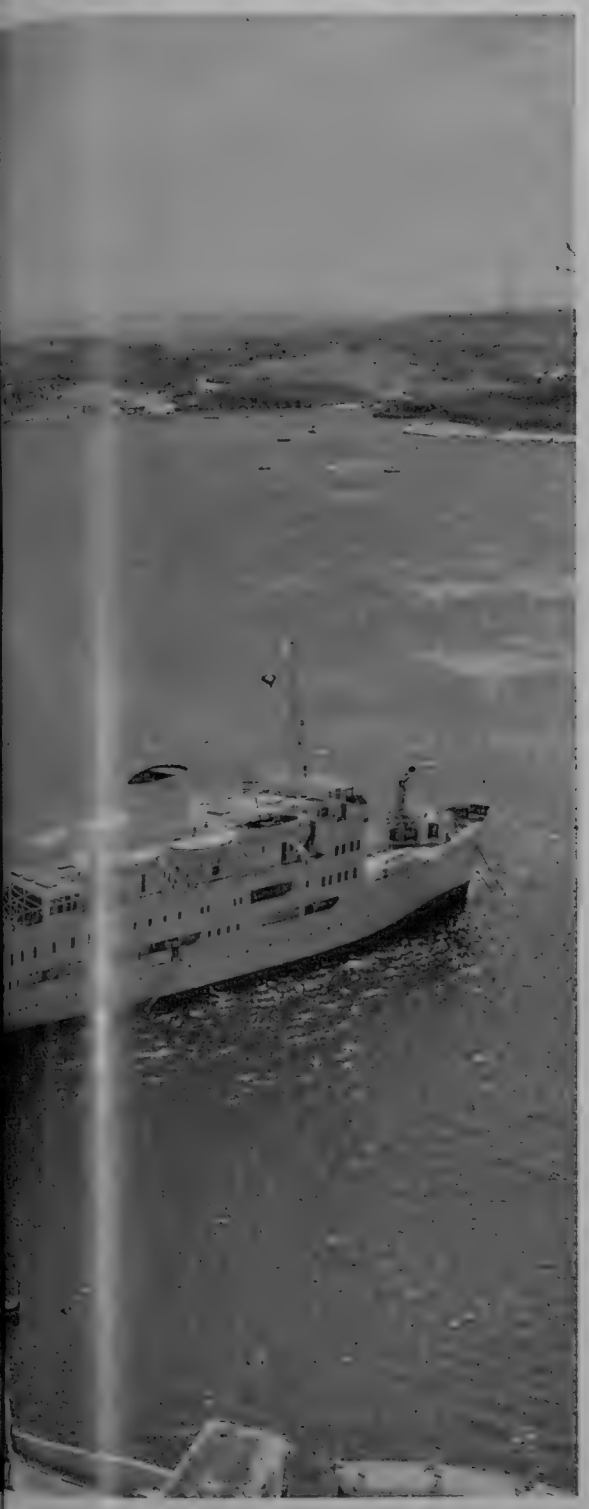
From UK ports start spring cruises of P: & O.-Orient Lines (12-21 days: £59-£388) to West Africa or the Mediterranean; Royal Mail's *Andes* to the Adriatic and Madeira (21 days) or Madeira, the Canaries and Barbados (25/26 days); the Greek Line to the Mediterranean, or Madeira, the Canaries, Portugal and Spain (11-24 days); British India's *Dunera* and *Devonia* to the Mediterranean, Madeira or Scandinavia (10-17 days); Cunard liners to the Mediterranean or Madeira and the Canaries (8-20 days); and the cruises of Travel Savings Association (9-24 days), who have brought a new look to cruising and who will be discussed in more detail in the issue of January 4.

For those who have never travelled on a big ship, excellent opportunities of sampling ocean liner life are available on many of the giants, such as the *Queens* or French Line vessels, on the short leg between UK ports and one of the Continental channel ports. Single fares are in the £5-£12 range. Or there are round-trip possibilities, such as those of Greek Line's *Arkadia*, worked in as an off-shoot of her transatlantic services from early May onwards. The cost of such a cruise, lasting 6 days, sailing from London to Amsterdam, Bremen and back to London, is around £24, and this includes the shore programme. A full life can be led on board a large ocean liner; there seems to be no limit to the facilities from cinemas to swimming pools.

A similar idea on much smaller vessels of great comfort is provided by Transport Ferry Service, who pioneered the drive-on drive-off car ferries, and whose regular Tilbury-Antwerp and Tilbury-Rotterdam services give round-trip passengers several hours ashore; round-trip fares are from £11 (£10 up to end of April).

Entering the spring cruise field for the first time is British Railways Eastern Region with the brand new *Avalon* operating a series ranging from weekend trips to Amsterdam (£15-£28) to 8-day cruises calling at Amsterdam, Hamburg or Kiel and Copenhagen (£40-£80).

The *Devonia*, one of British India Steam Navigation Co. Ltd.'s cruising ships



o cruises off the shores of Britain

Passengers enjoy themselves on the First Class Games Deck of the P. & O.-Orient liner *Chusan*

Further still into northern waters are the popular Norwegian coastal cruises from Bergen round the North Cape and back (nearly 2,500 miles, mostly in sheltered waters), operating all the year but with substantial reductions outside the summer season, and with regular connections to the UK through Bergen Line's Newcastle-Bergen sailings.

There are cruises, too, round our own shores, lasting from 4 days upwards in Scottish coastal waters with the regular services of the North of Scotland, Orkney and Shetland Shipping Co., or from Liverpool to London, with calls en route, by Coast Lines. British Railways Midland Region have a 10-day cruise (from £40) to the Scottish lochs and west coast, starting on May 4 from Heysham; the National Trust for Scotland's *Continued on page 438*

THURBER RE-COLLECTED

428 **Vintage Thurber**—Volumes 1 and 2: Hamish Hamilton. 42s each, is a splendid selection of the best writings and drawings from the work of this inimitable humorist, who seems to have given comic art a new dimension with his formless but wonderfully real people and his puzzled hounds. Although I don't think that there is an article, an essay or a story that I have not read before or a drawing over which I have not already laughed, I find a certain difficulty in writing about this great anthology since the temptation is to keep re-reading, re-looking and laughing all over again. Everyone, naturally, will have their favourites, and all the classic drawings such as the barking seal and the enthusiastic party-going lady who declares that she "loves the idea of there being two sexes" are included. For myself I have always had a faithful fondness for the telephoning woman who says, with her own mad logic: "Well, if I called the wrong number, why did you answer the phone?" Among the superb pieces, brief in length but so sure in their effect, I am happy to report all the very best ones, including that major classic *The Night the Bed Fell on Father*, are there. A wonderful pair of books and much too good to give away as a Christmas present.

Encounters: Weidenfeld and Nicolson. 42s. This anthology from the first ten years of *Encounter* magazine has been edited by Mr Stephen Spender, Mr Irving Kristol and Mr Melvin J. Lasky, and contains stories, many poems and essays by writers as varied in their backgrounds and in their approaches as Mary McCarthy, Evelyn Waugh and C. P. Snow. As a distinguished colleague has written: "When a British intellectual monthly sells close on thirty thousand copies something is happening which we thought had gone out with the decline of the great Victorian reviews," and the editors are to be congratulated on what Professor D. W. Brogan has called in his introduction *Encounter's* reflection of "the temper of our time of troubles."

The Golden Orchid by Gerald Sparrow: Jarrolds. 21s, tells the story, a true one, of a little French-Siamese dancing girl who became the mistress of a Japanese General during the war, and with her American lover worked in the Siamese underground movement. The author is a former Judge of the International Court, Bangkok, and knows the East, particularly Siam, as well as any living Englishman. The tale he has told here is a contrast between the happiness of a love affair and the horrors of physical torture.

Let Me Go by Rosemary Timperley: Robert Hale. 12s 6d, is quite a likeable and intelligent novel, if one is able to swallow the initial premise which is that a girl with no previous experience can write a stage play and have it seriously considered, though I suppose this has been known to happen outside the covers of a book. Miss Timperley has an agreeable style though, and an ability to give her characters natural life.

Voices edited by Robert Rubens: Michael Joseph. 21s, represents a new venture. It is planned as an annual feature on the publisher's list and is a collection of new short stories, some of them by such well-known authors as William Sansom and Doris Lessing, others by newcomers or by writers whose reputations have so far not been firmly established. In his intelligent introduction Mr Rubens has framed an opinion with which I am completely in agreement. He writes: "As long as we live in a whirlwind of pressures, joys and frustrations, the short story will remain one of the ways in which we can see it, if only for a moment, and crystallise it."

The Shackle by Colette: Secker and Warburg. 18s, is a really masterly translation by Miss Antonia White of one of this great French author's subtlest love stories. It was first published 50 years ago in Paris, and it reads today with all the freshness and immediacy of a new work. This was a period when Colette was writing most often about the relationships of men and women in and out of love and before the creation of her later complex but infinitely rewarding style. The present book is a happy addition to her uniform collected works.

The Patient by Simenon: Hamish Hamilton. 18s, may disappoint those readers who require that every book by Simenon shall deal with the exploits of Commissaire Maigret or, at the very least, with crime and detection. But for those who have long recognised in this writer a power for story-telling which embraces "straight" novels as well as autobiographical memoirs, this important novel will be particularly welcome. It is the story of a man, an immensely successful newspaperman, who suffers a stroke and, coming back to life slowly and in agony, looks round the walls of his hospital room and imagines his life as it has been in all its essential triviality. The book may not be a Maigret, but on every other count it is a book for genuine admirers of this most talented French writer.

The Games Were Coming by Michael Anthony André Deutsch. 16s, has the virtue of being not only a first novel but a book of enormou

STORMY LIFE OF GAUGUIN

Gauguin by Henri Perruchot: Perpetua Books. 42s.
Private Shaw and Public Shaw by Stanley Weintraub: Jonathan Cape. 30s.
The Car Makers by Graham Turner: Eyre and Spottiswoode. 25s.
Design and Behaviour of the Racing Car by Stirling Moss and Laurence Pomeroy: William Kimber. 50s.
The Human Touch in Industry by Francis B. Willmott: The Saint Catherine Press. 16s 6d.
Fangio Trust Books. 3s 6d.
The Devil in Massachusetts by Marion Starkey: Trust Books. 3s 6d.

Gauguin has become one of the modern painters who are the most expensive in the world. In 1959 one of his Tahitian canvases was sold for £130,000. His least sketch is bargained for, and one of his letters, saying "I am down and out, defeated by poverty," sold for £6,000 at the Hotel Drouot in 1957. This then is the measure of the man's position in public acclaim 60 years after his death. Henri Perruchot, France's leading writer on art, conjures up Paul Gauguin's life in a brilliant biography, which owes much to the confidences of old friends of the painter who are still alive and to many unpublished documents from private collections. No biographer could indeed have more dramatic material. The prosperous French stockbroker who forsook wife, family, and everything for his painting, making his home in the Pacific, was monstrously self-centred and hopelessly identified with his purpose in life. As the story of a man this is unrelieved tragedy. As the life of an artist it is in the grand tradition and reflects Gauguin's massive legacy to the world of art which he has influenced extraordinarily, opening new fields in the graphic arts, revolutionising poster design, and inspiring others who followed him, not least Toulouse Lautrec. The biography is complemented by opposite photographs.

At first glance a dual portrait of Lawrence of Arabia and George Bernard Shaw bearing the somewhat sloganised title *Private Shaw and Public Shaw* has about it an aura of unacceptability. Stanley Weintraub, Assistant Professor of English at Pennsylvania State University, has not however conjured his dual portrait out of the mere similarity of name and their degree of contemporary public fame. As many will know, and others may not, the two Shaws were close friends, and their literary exchanges were fairly numerous and uninhibited on both sides. They have provided the basis for a penetrating and worthwhile study. In the course of a long and active life Bernard Shaw came to know many of the great men of the 19th and 20th centuries; but when he was in his nineties, Mr Weintraub records, it was Aircraftsman Shaw "who lingered longest in the corridors of his consciousness." Here, indeed, were two incorrigible actors upon the world's stage, and this dual biography reveals the extent to which they pooled their strangely complementary genius.

Britain's most pressing urban problem today is the congestion pointing the way to the engulfment of our towns and cities by the motor vehicle. Colin Buchanan, distinguished alike as planner and engineer, has lately highlighted the problem with his massive and forward-looking report to the Minister of Transport. Meanwhile car production goes on apace despite the periodic difficulties of a strike-prone industry, and indeed both in home and export trade it is our most dominant industry; for better or worse a pace setter for our whole economy. Graham Turner's anatomy of the British car industry stems from the author's puzzlement that car workers, among the most highly paid men in the country, strike so often, with such apparent zest, and at such obvious cost to the well-being of their families. To learn more, Mr Turner went to dozens of homes and his findings are the core of this book, the framework of which is the make-up of the machine which these men serve. The automobile has transformed the lives of the American people, having its impact on every phase of American life from urban development and decay to teenage morals. In Mr Turner's view its bids fair to do the same thing here, and he is probably right.

Stirling Moss and Laurence Pomeroy, the former one of the greatest racing drivers of all

freshness by a Trinidadian author writing about his own country and about athletics. The story is told with an attractive simplicity and is quite brief, but it carries in its short span a kernel of drama and has, for me at least, the bright promise for the author that he will have a future in letters.

My name is Morgan by William Woolfolk: W. H. Allen. 21s, comes from the pen of the man who contributes to that popular TV programme *The Defenders*, and it is a fast-paced, racketing story about a film impresario, determined to make one of those epic films and teetering perpetually on the verge of bankruptcy. It is a fairly brash but a good, slick, readable job.

Red Road by Simon Harvester: Jarrolds. 15s, recounts a further exploit by Silk, the British secret agent whose globe-trotting is even more far-flung than that of his colleague, Bond. This time the venue is Samarkand and the Muslim regions of Russia's farthest borders. This episode in the life of the author's under-cover agent is as exciting as ever and with some very neat turns of phrase. Silk is a really redoubtable fellow, taking on everything from counter-spies to bed bugs.

Two Sets to Murder by Ludovic Peters: Hodder and Stoughton. 16s, would seem to prove, among other things, that the author is fairly allergic to competitive tennis players. In this neat whodunit of his they are liable to be guilty of assorted crimes from murder to drug running, with a strong tendency towards homosexuality for good—or bad—measure. Intelligently written and by no means an obvious answer to the reader's questions. **Vernon Fane**

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time and the latter a designer who has made a deep study of racing car development, have collaborated in a volume for keen followers of motor sport. *Design and Behaviour of the Racing Car* is fascinating partly by reason of the fact that the authors clearly approach their task from opposite poles. For Stirling Moss motor racing is essentially a public entertainment, an exercise in skill and endurance; for Laurence Pomeroy the racing car is first and foremost a means of displaying technical progress to the public, a forcing ground for new developments. This talented pair have between them presented a picture of racing, and it could hardly have been better done. Its method is to analyse in design and performance the cars Moss drove. The most fascinating part is the descriptions of changes of driving technique.

Francis B. Willmott, an expert on man management and factory organisation, sets out his ideas in a paperback *The Human Touch in Industry*. His tips on how to eliminate discontent in the factory stem from a lifetime of experience.

Trust Books, which donate publishing profits to Oxfam, present two new titles in their paperback series. Marion Starkey's *The Devil in Massachusetts* is the story of the Witches of Salem, of how 20 people were hanged when a strange hysteria swept New England at the end of the 17th century. *Fangio* is the autobiography of the famous racing driver. His old rival Moss writes the foreword. **Richard Edmonds**

GOYA *at the Royal Academy*

THE KNIFE-GRINDER (El Afilador), painted c.1810-12 by Goya: it and its companion genre painting 'The Water-Carrier' have been lent for the Royal Academy Winter Exhibition by the Museum of Fine Arts in Budapest. In all, 13 countries have lent paintings to this exhibition entitled *Goya and his times* and open until March 1, 1964: it is undoubtedly the most comprehensive exhibition of Goya's work to have been assembled, since for the first time masterpieces from the Prado in Madrid have been hung with work from all over the world. It will have an enormous effect on the public estimation of this great Spanish artist. As the splendid collection of his art shows, he borrowed eclectically during his early career, but his attitudes and abilities led him into a great expansion of subject matter and techniques which look forward to the Romantics and to social realism. A master of colour, he was also a marvellous draughtsman who produced series of engravings which remain some of the masterpieces of this technique and—in his late seventies—a series of lithographs which remain one of the finest achievements in this then new art. Catching both the elegance of court-life, the humour of the everyday world and the black horrors of war and disease, Goya is the revolutionary artist who captured an age of transition.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **ALEXANDER SHAND**

Mr Alexander Shand became Chairman and Managing Director of Lehane, Mackenzie & Shand Ltd., civil engineering contractors, in 1954. He is seen here standing on the site of one of the bridges over the railway access to the Peterborough Dust Disposal Project. Construction work for this £1·5 million project, designed to dispose of ash produced by Midland power stations, is being carried out by his Company in conjunction with Shellabear Price Limited. Born in Derby on October 26, 1928, Alexander Thomas Basil Shand was educated at Oundle School and Nottingham University. He joined the firm in 1946 succeeding his father, the late Lieut.-Colonel T. Shand, who, in 1924, was one of its three founder members. Becoming a member of the Council of the Federation of Civil Engineering Contractors this year, he was elected Vice-Chairman of the Midlands Section on March 8. Under his chairmanship, Lehane, Mackenzie & Shand has expanded in the field of water-work engineering, sea defence and open-cast coal production and, in recent years, it has turned the heavy investment in the latter towards requirements of the motorway programme and major industrial projects. In progress at the moment are the construction of the Heads of the Valleys road in Wales; the Power Station Dust Disposal Project at Peterborough; the Chelmarsh Reservoir in Shropshire; the Turret Reservoir in Perthshire and the Tinsley marshalling yards at Sheffield, work which together totals more than £8 million. Mr Shand is also Chairman of Peter Hamilton Equipment Ltd.; Hydraulic Machinery (G.B.) Ltd. and Lemand Machinery Ltd., all firms actively engaged in the design, manufacture and distribution of earth-moving and materials-handling equipment. This follows his lifetime's interest in construction machinery. He is also a partner in three major civil engineering groups—Cubitts-Fitzpatrick-Shand; Price-Shand; and Christiani-Shand. Mr Shand is a bachelor and lives in a flat at Matlock over his Company's main offices. His recreations include gardening, travelling, golf and mechanical engineering

TRADING STAMP WAR

by The Sphere Industrial Correspondent

It looks as if the trading stamp controversy, which has already generated more heated public argument than any other single development in British trade since the war, is going to boil over even more merrily during the next few months. For one thing, the issue is now moving into the Parliamentary arena; for another, while war over whether to give stamps or not continues unabated in the grocery business, stamps are now moving into new territories, notably the garage trade. Both sides, moreover, have not only some spirited and vociferous spokesmen, but have organised pretty strong propaganda lobbies, and additional influences, not all on one side, are coming into the fray as manufacturers exert new pressure, using their own separately controversial weapon of resale price maintenance.

Stamp trading is certainly not the most important or far-reaching change in British shopkeeping now in progress; it is simply a highly controversial surface phenomenon of change. It involves newcomers whose role seems somewhat ambiguous; moreover, these newcomers are American for the most part, so that a slight flavour of nationalism enters into the arguments against stamps. And it is closely tied up with larger changes in retailing such as the development of supermarkets and "one-stop shopping." These certainly cause resentment but are more widely accepted as inevitable, whatever their consequences for the small shopkeeper; so an issue where the rancour can erupt unashamed probably suits shopkeeping psychology.

Stamp trading, as between the supermarket and the small shop, is relatively neutral. Indeed, it developed first and most quickly among small traders who saw in this kind of generalised "discount in kind" one form of defence against the greater power to cut actual prices wielded by the supermarket with bigger buying power. Yet the moment stamps become effective as such a defence, it was inevitable that some of the supermarkets would begin to offer them too; and the extent to which even the strongest supermarket groups can hold out against them is now being severely tested.

Some of the objections voiced by shopkeepers big and small are very real practical arguments of operation. They think the system cannot but increase distributive costs. It includes a new percentage in the trading turnover of retailing, and unless there is a more than offsetting increase in the turnover—not only once for all but in the sustained rate of growth—it cannot be entirely worked out in greater productivity. There are some physical costs involved apart from what the shopkeeper pays for the stamp; keeping the assistants and checkout points supplied, cutting the stamps off, calculating how many each customer gets. These take assistants' time; the system, moreover, is one that rather lends itself to pilferage.

These are practicalities. The argument of principle among shopkeepers opposed to stamps remains the view that shopkeeping efficiency should benefit the public by making the wares sold cheaper, not by offering the customer some deferred claim, down the line, on some other variety of goods. To the extent that shops not offering stamps cut their prices steadily more than those that do—which might be rather difficult to establish—this argument should have some persuasive power for the consumer.

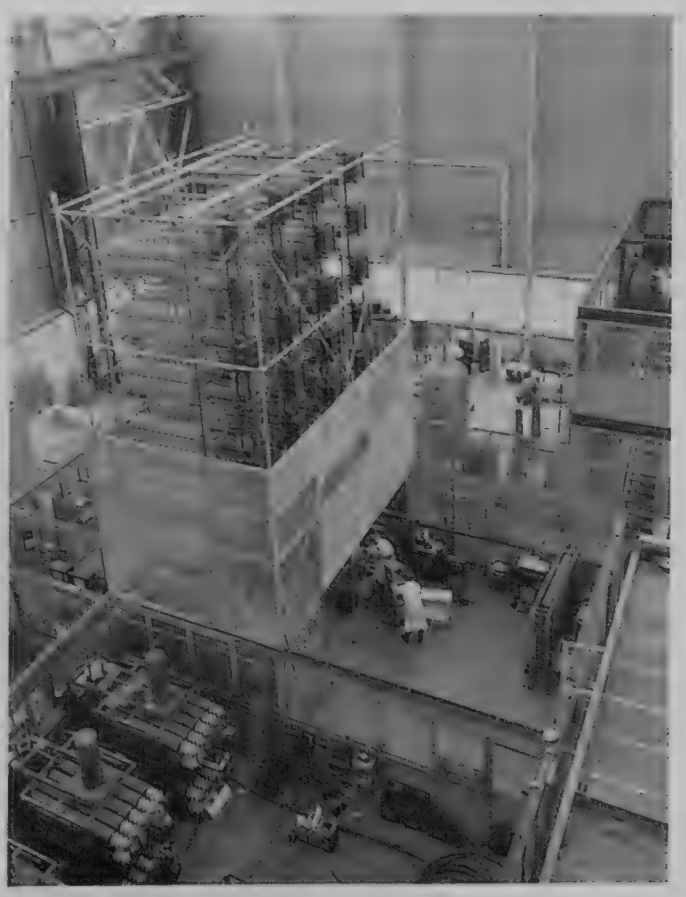
On the other hand, it is unfortunate that most manifestations of opposition to stamps have themselves tended to involve restrictive practices. Agreements by groups of shopkeepers in an area not to use stamps, or to use "fighting measures" such as say simultaneous cutting of the prices of lines that stamp traders sell at full price, would formally be registrable with the Restrictive Practices Court. The big stick that some manufacturers are now wielding—individual resale price maintenance, forbidding shops to "cut" fixed prices for goods by giving the "hidden discount" of stamps—is perfectly legal, but increasingly unpopular. In the opinion of many MPs on both sides, this is a practice that the Government ought to ban: and if stamp trading were finally to bring about its demise, this would be a notable victory for competition in the retail trade.

Proposals to ban stamp trading out of hand, such as some lobbyists would like to get into the private member's bill likely to be presented on stamp trading this session, must again, to the customer, seem restrictive. The housewife might be behaving as an ideal Economic Woman if she ignored stamps and sought out always the cheapest price anywhere for her groceries. But if she chooses not to, and prefers to accumulate a kind of painless savings account that will eventually secure her a hair dryer, why shouldn't she be allowed to? The argument assumes, moreover, that there is always the clear alternative between getting stamps or getting the same thing cheaper; housewives will reply that often there isn't.

It may be, too, that a high proportion of stamps are never presented—guesses as to the actual proportion vary from about a sixth up towards a half, and there are no authoritative figures. To that extent, the stamp company gets the money from the retailer without having to give anything in exchange. Some of the system's opponents, too, resent the fact that when supplying its gifts the stamp company benefits from the normal wholesaling mark-up; but this is a fact of trading life anywhere.

What does seem liable to come out of any legislation or regulation that may eventually emerge for stamp trading is the obligation to exchange stamps for their face value in cash—which would mean that the stamp company could not ensure itself of a "tied purchase" somewhere down the line. Some of the conditions attached to particular brands of stamp, as the Consumers' Council has pointed out, are themselves restrictive. Such a regulation would probably not kill stamp trading, as some of its opponents suggest and hope; a high proportion of stamp savers would probably go on accumulating claims to particular goods they wanted to acquire, and pass them in to the particular stamp company. But it would certainly introduce more competition into the stamp trader's own business. At present, though supplying a powerful weapon of competition among other traders, these live a somewhat secluded life themselves.

While most manufacturers, so far, oppose stamp trading, the redoubtable Mr John Bloom is bringing his own kind of stamps—exchangeable for cash from the beginning—into his direct selling and retail interests. And there are other fields where longer-established manufacturers might favour stamps. It is quite possible for example, that some of the petrol companies would actually prefer garage owners to offer stamps than to go in for price-cutting—particularly at a time when the petrol station system is under investigation and the big companies don't like actually to fix retail prices. Stamps are already given by some 10-15 per cent. of garages, and a number of big chains have just gone over, though the Garage-Owners' Trade Association has pronounced against them, threatening that this may increase the price of petrol. This, like so many bold statements of the anti-stampers, seems doubtful. Unless and until it is hampered by legislation—or equally, brings about a legislative end to resale price maintenance, which would alter all the ground rules of shopping—then stamp trading seems certain to go on growing in Britain.



Energy storage capacitor banks, developed by British Insulated Callender's Cables Limited, are installed at the Culham Laboratory, Abingdon in Berkshire, of the United Kingdom Atomic Energy Authority. They provide the energy required for high current discharge experiments during controlled thermo-nuclear reaction research

A PLANNED CITY

The Conference " People and Cities " organised by the British Road Federation held at the Friends House, Euston Road, from December 10 to 12, followed hard upon the publication of Professor Buchanan's HMSO report *Traffic in Towns*. (The report was discussed in last week's issue of *The Sphere*.) The B.R.F. Conference elaborated on many of the aspects of this report, and Professor Buchanan himself gave the opening paper.

One of the cities featured in an exhibition shown at the Conference was the West German City of Düsseldorf, whose architect-planner, Professor Tamms was himself presenting a paper. Much of his work has anticipated the Buchanan recommendations in a number of the features of the city's redevelopment. Two main themes dominate the planning of Düsseldorf.

The central area has been " loosened up " to provide large open spaces as focal planning points. These are interconnected by major highways. Multi-storey buildings are being placed at these focal points in order to achieve vertical development of the city as distinct from a horizontal sprawl. Clear-cut proposals have been made for the whole of the urban area. There are provisions for residential areas of high amenity, for commercial and industrial uses, for green areas, and certain plots of the city are marked out for hospitals, schools, and other special purpose buildings.

A particularly important feature of this planning is the creation of a system of major traffic routes, worked out on the evidence of a traffic survey. Some 40 miles of urban motorway, much of it elevated, will bring traffic to the central area, where cars can be left at peripheral parking garages. Within the city centre every effort is made to balance the claims of free-flowing traffic and human amenities. Elevated roadways, sited with great care, are again used. At the same time, most people will travel by public transport, with the private car only permitted if there is off-the-street parking available—15,000 to 20,000 places will be provided in parking garages. Kerbside parking will be largely reserved for goods vehicles. Pedestrians will generally cross traffic by footbridges and subways, and some shopping streets will be wholly reserved for pedestrians. (See also page 434)

Right: Düsseldorf has an elaborate urban motorway system. This deck level view shows a fork in the elevated roadway of the Jan Wellem Platz

Below: Parking spaces are provided under the elevated roads, but the bulk of the parking is in garages on the outside of the central area. Flower basins help to relieve the monotony of bare concrete expanses

Right: A section of the prestressed concrete elevated road in the centre of Düsseldorf at the Jan Wellem Platz. The skyscraper in the background (right) is the Headquarters building of the Thyssen Company

Centre left: There are precincts in the centre of the city for pedestrians only. This street in the Schadowstrasse is closed to traffic except for goods delivery before 10.30 a.m. and after 7. p.m. .

Left: One of the elevated roadways that brings traffic to the central area over the complex of minor roads. This shows the underside of a fork on the Pariserstrasse

A PLANNED CITY *continued from page 433*

Above: An illustration of Düsseldorf's bold solution to its traffic and pedestrian problems, this spiral ramp carries a pedestrian footway to the deck level of the North Bridge
Above centre: An aerial view showing interchanges on the approach roads to the bridge
Top: At a major intersection, 130 ft.-tall lighting columns give uniform light for all the carriageways
Right: Only four storeys of this 14-storey parking garage are above ground. The others are underground, built in a concrete caisson

DOUBLING YOUR MONEY

by The Sphere City Correspondent

As the year-end approaches, the Stock Exchange plays its annual game of what-happened and what-might-have-happened. 1963 has been a satisfactory year on the Stock Exchange. Share prices have on average risen by a little over 10 per cent. After three disappointing years, equities appear to be justifying themselves once again. However, the average rise of 10 per cent. or so in share prices conceals wide differences.

While the straightforward investor has probably seen his capital appreciate by a tenth this year, what of the speculator? Had he backed all his luck on one share—English and Overseas Investment—he could have multiplied his capital *ten times*. English and Overseas was a small and obscure hire purchase and insurance company into which Mr John Bloom, the managing director of the Rolls Razor direct-selling group, injected some of his private interests and part of his personal holding of Rolls' shares. The stock market saw parallels with Sir Isaac Wolfson's Drage's industrial holding company and backed the share heavily. (Investors, incidentally, who had followed Mr Bloom in his other capacity at Rolls Razor would have virtually doubled their money this year.)

English and Overseas may have been a freak, but glancing through the British equity shares quoted on the back pages of the *Financial Times*, one can find one share that has multiplied six times during the year, another that has multiplied four times, six that have trebled and at least 12 that have doubled. (For the top ten—see table.) It is true that with four blue-chip companies one could have virtually doubled one's money in 1963—General Electric (on the new-broom management), Rank Organisation (on the phenomenal sales of the Xerox copying machine), Pye of Cambridge (on the recovery in television) and South Durham (on the recovery in heavy steel). But on the whole one would have had to ignore the blue-chips to have stood a chance of doing unusually well on the stock market this year.

What does stand out is that four of the top ten are " shell " companies—that is to say they have been used for the sake of their quotation in a certain field to make a reverse take-over bid for some privately owned and usually far more dynamic industrial interests. English and Overseas is only one example. Brayhead, a small motor component and electronics firm, has been used by a group of people in the engineering and electronics industry to bring their business to the stock market. Its shares have multiplied nearly seven times. Eastern's, the furnishing group, had the furniture supermarket interests of Mr James and Mr Williams merged with it and the shares have trebled. Excelsior Motor has been used by Mr Proctor to introduce his Britax car safety belt company to the market and the shares have more than doubled. For good measure, another outstanding " shell " operation during the year—the use of what is now called Affiliated Cleaning Companies to bring together half a dozen or so privately owned office-cleaning companies—caused the shares to treble before recent profit-taking and disappointing figures led to a setback.

Of the other outstanding performers, one (James Nelson) is a current bid situation—the table incidentally does not include any companies that have disappeared from the market due to take-over bids. Two shares have risen on reassessment of trading prospects—B. Finch on its doubled capacity in the booming construction industry and Sidney Flavel on the unprecedented demand for gas room heaters. Two other shares have risen on greater stock market understanding of their business. Klinger Manufacturing, previously thought of as a company in the depressed stocking industry, is in fact in the prosperous field of making machinery for man-made fibres, while Bernard Wardle is not a traditional textile firm but a manufacturer of plastic covering for textiles and a supplier to the motor trade.

It would have been hard for an investor to foresee these reassessments. But for " shell " operations there are sometimes signals: a small company's authorised capital is increased substantially, heralding an offer of shares; there are boardroom appointments of people already prominent in an industry on to a small quoted company; even on the official announcement of the profits being injected into an old company, there may be an opportunity to buy the share as the Stock Market usually takes time to put a company on a new yield basis.

1963's Top Ten

	% Rise in share price since 31/12/62
1. English and Overseas	940
2. Brayhead	570
3. B. Finch	335
4. S. Flavel	270
5. Klinger	265
6. Eastern's	225
7. B. Wardle	205
8. Thos. Keay	200
9. J. Nelson	190
10. Excelsior Motor	180

The list, based on British industrial equities quoted on the back pages of The Financial Times, *does not include companies taken over during the year or new issues.*

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

The future of one of the best-known districts of Birmingham, famous the world over, at last begins to look more assured than at any time since the war. This is the fascinating, cramped, inconvenient, and often (from an insurance point of view) dangerous Jewellery Quarter. Its redevelopment, around such internationally recognised streets as Vyse Street, Great Hampton Street and Northampton Street, was being seriously planned as long ago as 1956, but it never came to fruition.

Now the chance of tackling the job afresh has arisen because the trustees of the Vyse Estate have decided to sell 14½ acres of it to meet death duties. The City Council has now agreed to buy the freehold of these 14½ acres. The compact area—housing what in earlier years was one of the dominant trades of the city (time was when an annual Jewellers' Banquet without a Prime Minister or so was unthinkable)—could take on a new lease of life. And only just in time. The district was built up by one-man enterprises and, although there is now a growing number of large companies, the small independent is by far the more numerous.

But the property has been decaying through the decades, and much of it is far below accepted standards—though from it still come some of the very finest examples of craftsmanship in the world. The scheme for the Corporation to buy the land has had immediate backing from the British Jewellers' Association and the National Union of Gold, Silver and Allied Trades, and the plans have certainly been closely studied by the City Council. As a light industry, the jewellery trade would be obviously suitable for rehousing in flatted factories, which Birmingham was a pioneer in establishing.

In fact the only people concerned who do not view redevelopment with almost unrelieved joy are those very one-man businesses, some of whom fear that their living will be jeopardised. To be accurate, the one-man firm forms only a small proportion of the trade, though there are many independent outworkers such as engravers or setters, but as recently as 1960 an estimate put as high as 40 per cent. the number of businesses employing fewer than ten people in the Jewellery Quarter. Mr P. Burns Farquhar, Midland regional director of the BJA, has gone on record that "to some extent in the post-war period these people have been living in a fool's paradise."

The union view is even stronger. Mr G. Hands, its district secretary, has rejected any " backing or sympathy " for the one-man firms, who are " making a good deal of money and cutting the throat of the ordinary jeweller who employs a large staff." The days of the one-man business would seem to be numbered.

Industrial Expansion

My note a few weeks ago about the difficulty of getting the average Midland manufacturer to move to one of the development areas anticipated a minor spate of such moves. An advance factory near Aberystwyth has been let to a Sutton-in-Ashfield lingerie firm, A. J. Foster (Lingerie) Ltd., before work has even begun on the factory, which will employ 150 women. Stanton and Staveley are to set up a production factory for concrete pipes at Addiewell, Midlothian, where about 100 men will be employed. The " Come to Dunbartonshire " exhibition in Birmingham drew three serious inquiries from motor component manufacturers who are going to see for themselves. And East Kilbride claims even greater success.

Lerose, Ltd., the Birmingham knitwear firm, will provide 100 jobs, increasing to 300, at two factories it is to open there, replacing some of the 800 lost by the closing of the Holyrood Knitwear factory, and the East Kilbride Development Corporation has been assured by Birmingham Sound Reproducers and Schweppes that between them they will provide more than 1,000 jobs there. The latest in the queue of local authorities seeking to attract Midlands industry is the Glamorgan town of Pontardawe, whose delegation visited Birmingham on November 9.

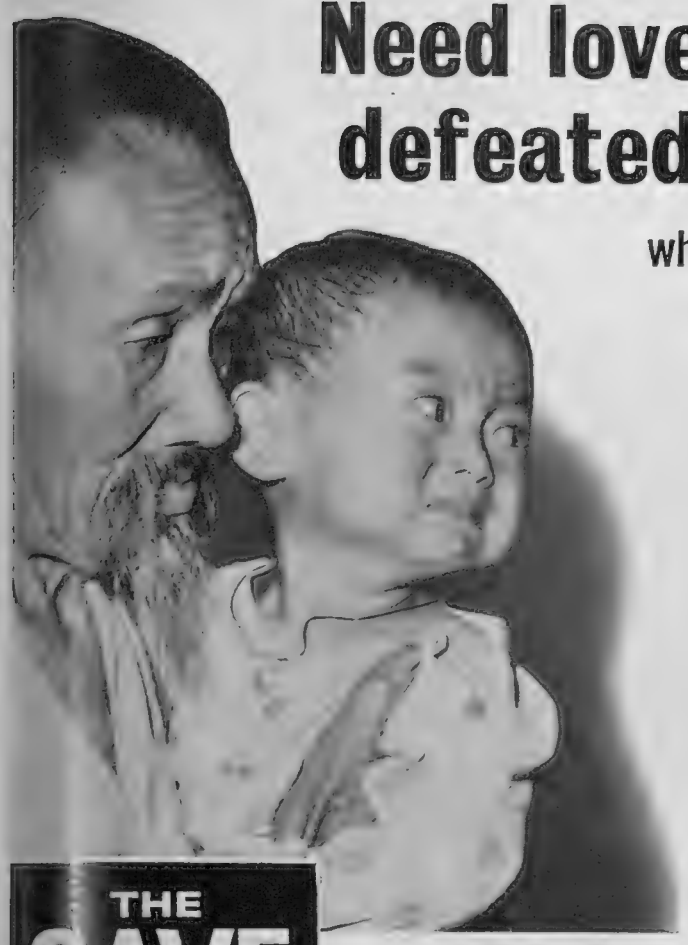
All these are small-scale movements, but as Mr Edward Heath pointed out when he visited Birmingham the other week, there is no comparable industry to the motor industry which can move large units lock stock and barrel. In future these piecemeal transfers are much more likely to be the pattern.

AN ENGLISH-OWNED CHATEAU

436 Surrounded by roses and graceful elms, the pink-coloured Château Loudenne (right and below) crowns a rich estate of 470 acres in the heart of the Médoc, 35 miles north of Bordeaux. With its vineyards, it is a source of pride and profit to its owners, the House of Gilbey, already well-established as wine merchants of London when the Château was purchased in 1875 by Alfred Gilbey and James Blyth from La Vicomtesse de Marcellus. Between then and 1883 it was so developed that the production of wine was raised from 200 to 500 hogsheads a year. Its vineyard suffered as others did from the scourge of *Phylloxera vastatrix* which devastated vineyards all over Europe, and from the decline in popularity of claret that occurred for a period in Britain in the 1880's, but it nevertheless became a model Château, winning many Gold Medals.

This year for the first time the annual banquet of the Commanderie des Bontemps de Médoc et Graves was held at the Château Loudenne. About 500 guests were present. The climax of the festivities was a pageant (above and left) illustrating the influence of Bordeaux wine on the history of France. The pageant was held outside the *chais* where the wine is made and stored. The *chais* was built after Gilbey's had bought the estate for the sum of £28,000 in 1875

Far left: The Commanderie proceed into the Château for the ceremony of enthronement of new members into the order



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SOME SPRING CRUISES *continued from page 427*

A view of Lisbon, with the Tower of Belem in the foreground, seen from the deck of a cruise ship

Garden Cruise (7 days: from £55) leaves Ardrossan twelve days later aboard the *Meteor*.

Inland waterways are receiving an increasing share of attention, and none more so than the Rhine, probably Europe's most spectacular river. The Cologne-Düsseldorf Steamship Co. has two fine modern vessels (three from next June) operating the Rotterdam-Basle run from April to October, and British companies such as Cornelder's, European Yacht Cruises and Yacht Holidays organise their own Rhine cruises of varying duration. Particularly attractive, too, for an early glimpse of spring are the colourful bulb-fields cruises to Holland operated by these companies, mostly in April. These cruises last for eight days.

Finally, there are our own inland waterways. Short cruises on the Thames start in mid-May from Hampton Court to Oxford, arranged by European Yacht Cruises. Also in mid-May start British Waterways' 5-day cruises from Nottingham to Lincoln.

For further information: Bergen Line, 21-24, Cockspur Street, S.W.1; British India, 1, Aldgate, E.C.3; British Railways Eastern Region, Harwich House, 129 Bishopsgate, E.C.2; British Railways Midland Region, Euston Station, N.W.1; British Waterways, Melbury House, Melbury Terrace, N.W.1; Coast Lines (also North of Scotland, Orkney and Shetland Shipping), 227 Regent Street, W.1; Cologne-Düsseldorf Steamship Co., E. H. Mundy, 87 Jermyn Street, S.W.1; Cornelder's, Baltic House, 27 Leadenhall Street, E.C.3; Cunard, 15 Lower Regent Street, S.W.1; European Yacht Cruises, 36 Edgware Road, W.2; Fairways and Swinford, 18 St. George Street, Hanover Square, W.1; French Line, 20 Cockspur Street, S.W.1; Global, 191 Regent Street, W.1; Greek Line, 28 Piccadilly, W.1; National Trust for Scotland, 5 Charlotte Square, Edinburgh 2; P. & O.-Orient, 26 Cockspur Street, S.W.1; Royal Mail, Royal Mail House, Leadenhall Street, E.C.3; Swans, 260-261 Tottenham Court Road, W.1; Transport Ferry Service, 25 Whitehall, S.W.1; Travel Savings Association, 19-21 Old Bond Street, W.1; Yacht Holidays, 85 Buckingham Palace Road, S.W.1.

NOTES FOR SKIERS

Voss, two hours away by train from Bergen and situated between the Sognefjord and the Hardanger Fjord, has always been a pleasant enough place in summer, but has never appealed to skiers in great numbers in winter because it lies fairly low and attracted the beginner rather than the expert. Today this is all changed, with a new cable-way and a chair-lift which have been built, carrying skiers right from the railway station nearly to the top of the neighbouring mountain, at a height of 2,450 ft. Charges are very reasonable, 70s for a ten-day season on the cable railway, and ten trips on the chair-lift for 15s. The maximum gain is 1,600 ft. Since the town is a busy little place, with shops and cafés and a cinema, the social life is rather more varied than at other Norwegian winter sports resorts. A fortnight's holiday at Fleischer's Hotel, flying out to Bergen and thence by rail, costs about £53. This is a comfortable, country-style establishment right by the station and therefore handy for the cable railway. There are, of course, several other good hotels and pensions from which to choose.

There is also a new cable-way at Gstaad in Switzerland, running up to the Diablerets at 9,850 ft. The lower station is at Gsteig, but it can easily be reached by car as well as bus from Gstaad. This new mechanical aid will provide ski-ing throughout the year at the Diablerets Glacier, with a mile-long downhill run available until late in the spring.

Lenk is now linked with Adelboden by chair-lift and ski-run. This attractive Swiss village has three mechanical aids and a maximum gain of 2,790 ft. The added attraction of being able to use Adelboden ski terrain as well will undoubtedly bring more British skiers there this winter. Motorists can reach it by road, otherwise it would be best to fly out to Zurich and thence by rail. Such a holiday, according to one travel agent, would cost £74 9s for a fortnight, staying at the Park Bellevue Hotel and travelling out and back by air. The high season charges of 7s [illegible], however, apply between December 15 and January 9, and between February 10 and February 20.

They have been widening the Croisette at Cannes, and about time too, since it had become almost impassable by car in summer. To do this a 13-ft. strip has been taken from the beach, but this loss has been more than made up by extending the beach into the sea by depositing and spreading large loads of sand. It is now claimed that more beach is available for sun-bathing.

At Antibes, where a new bathing beach was created by dumping sand, stabilisation was not assured until two breakwaters had been built. Soon the somewhat narrow beach at Juan les Pins will also be extended artificially. Let it be hoped that these improvements are completed before next summer. I was once kept awake all night at St. Raphael by bulldozers. **W.D.C.C.**

TRUST HOUSE IN SPAIN

After the hurly-burly of Torremolinos, all a-bristle with scaffolding, it was restful recently to walk into the mellow atmosphere of the Reina Cristina (left) half a mile from Algeciras. Restful and particularly interesting because last July this luxury hotel became the first Trust House on the Continent. First built soon after the turn of the century but enlarged and adapted since, it is stately, comfortable and as solid as an offshoot of the Rock which broods on the near horizon just outside the windows. Certain rooms are still frankly old-fashioned, but renovations are bringing them into line with the very pleasant style of the rest. Both food and service, a fine Anglo-Spanish admixture, are excellent.

The hotel stands in its own pleasant grounds; facilities include a swimming pool, tennis, riding, hairdressing salon, library, solarium, dancing, but not television. The nine-hole golf course is only a few minutes' walk away, the bathing beach of fine sand lies within three miles with regular transport provided. This stretch of the Spanish coast has a desolate kind of beauty that is extraordinarily reminiscent of parts of Scotland. But it is all very, very much warmer, with the mountains of North Africa facing you round the corner about five miles down the road in one direction, and the bays of the Costa del Sol basking in the other. Gibraltar itself is reached in half an hour by ferry or road. Thus ideally placed for the best of three worlds, the Reina Cristina offers full board rates in a double room with bath and shower from £3 a day per person (minimum stay of three days). **S.N.**

GOOD LIVING *by Ganymede*

There are a limited number of books in gastronomic literature which have serious lasting qualities, and though perhaps it would be too sweeping to regard them as classics, nevertheless they form part of any self-respecting gastronomic library. Several of these have been out of print in recent years, and it is a welcome sign of the increasing interest in such matters that a handful of them have been reissued this year.

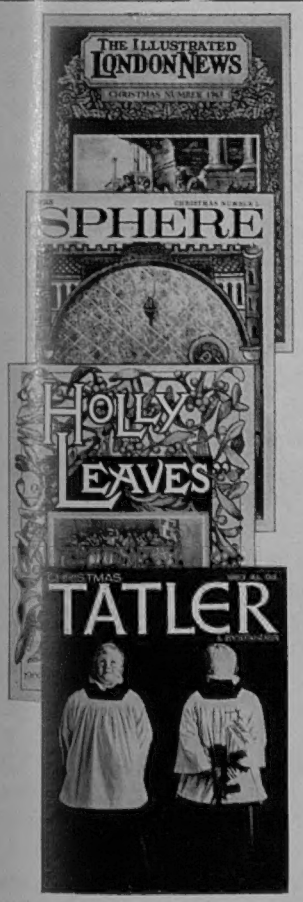
Robin McDouall's Cookery Book (Michael Joseph, 30s) was originally published eight years ago by another publisher, and I am only surprised that it had been allowed to remain out of print for so long. The explanation could be that it was perhaps a little ahead of its time in the way of its thinking, and its approach to the problems of cooking. Eight years ago we were only just recovering from the post-war vicissitudes of rationing and shortages. Today this book strikes me as being miles ahead of most other contemporary cookery books in its sensible concept of cooking and its rational outlook in the framework of the times and conditions we live in. How often does the author (or authoress) of a cookery book these days bluntly express a firm detestation of " ersatz " ingredients such as " marge " and " evap ". With admirable courage, Mr McDouall says: " Butter gives better results, and so I say ' butter '." In the matter of vegetables he puts his finger adroitly on to the basic cause of the sad tastelessness of present-day vegetables when he says: " Professional gardeners tend to grow for size rather than flavour."

Mr McDouall is a cook and a writer after my own heart. Here is a man who knows exactly what he is talking about, the guiding hand of personal experience can be seen unmistakably in all his recipes. There is a great deal of pretentious nonsense talked and written about food and cookery these days only too likely to confuse and bewilder those in search of information and anxious to learn. For such people this book is a godsend, and I would happily recommend it to any serious beginner or advanced amateur cook. The recipes are well chosen, written and explained, and entirely sound in themselves. Even the expert will find plenty to interest and enlighten him in this book and he will undoubtedly develop a great sympathy with the author whose personality pervades every page, as is extremely rare in the case of such a technical subject as cookery.

There is also a revised new edition just out of an entirely different type of book, André Simon's *Guide to Good Food and Wine* (Collins, 30s). This comprehensive encyclopedia of food and wine, extending over 800 pages, is certainly much more than a " poor man's Larousse Gastronomique ". It carries the spiritual imprint of that great old man of wine and food who has played, especially between the two wars, such a great part in the gastronomic awakening of the British public. The new edition has been revised and, especially in the section dealing with wine, brought right up to date. If not exactly a " period piece ", it is definitely a must for the culinary bookshelf.

Another, more ancient revival is *Notes on a Cellar Book* by George Saintsbury (Macmillan, 18s). First published in 1920, the professor's classic notes are reissued with a preface by Andrew Graham. This very skilfully introduces the work to the modern reader who would perhaps otherwise be a little perplexed by such musings. Times have changed since the original was written, wine is now enjoyed by more people with less mystique. Fewer people have large cellars, the time to watch for years the maturing of their wines, and even fewer go in for keeping cellar books. If not read in one go for the first time, the Professor's Notes should be dipped into and enjoyed from time to time, and should the reader find no other merit in this book he will value it as a curiosity of great interest.

Twenty years nearer to our time is Maurice Healy's *Stay Me With Flagons* (Michael Joseph, 21s), reprinted for the first time since 1954. It is interspersed with notes by Ian Maxwell Campbell, which are sometimes amusingly critical of the author's personal observations and further enriched by a memoir of the author from the pen of Lord Birkett, which he wrote for the 1949 edition. The book is as fresh and readable as ever, and the opinions expressed, although very individual, by and large, have lost nothing of their soundness.



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THE CSI DOES THE RIGHT THING

440 Motor racing is likely to get a big boost in 1966. It has been decided that from the beginning of that season Formula One Grand Prix cars competing in the *grandes épreuves* for the world championship shall have engines of either 3,000 c.c. with normal "breathing" or 1,500 c.c. with superchargers. These engines will be twice as powerful as those which have been used since the start of the 1961 season and they will be welcomed by all the top-grade drivers for two reasons. By making racing cars faster and giving the best drivers more opportunity to demonstrate their skill they will increase the attractions of the sport as a public spectacle. By offering a wider margin of reserve power they will give drivers a better chance of getting out of trouble and so make the sport safer.

There was a real danger that the *Commission Sportive Internationale*, governing body for motor sport, might have been persuaded to adopt a formula based on fuel consumption. This idea has superficial attractions, including the theory that it would encourage the kind of ingenuity and refinement in engine design that would be most likely to benefit ordinary motorists.

On the other side of the picture, an m.p.g. formula could kill motor racing stone dead by producing a succession of races in which brilliant drivers were robbed of almost certain victory by running out of petrol on the last lap by some miscalculation back at the pits!

The Vauxhall Viva tested

Driving a £566 de luxe Vauxhall Viva in and around London for a week gave ample confirmation of the high opinion I formed of this new family four-seater saloon when I took one on test to Wales at the invitation of Mr William Swallow, Vauxhall chairman.

controlling an excellent, fully synchronised four-speed gearbox falls easily to hand, the dished steering wheel has a friendly, workmanlike feel about it and the instruments and switches on the dash are all well placed. The heater controls, high up at the middle of the facia, are simple and accessible and the well-shaped stalk to the right of the steering column gives easy, positive, finger-tip control of headlamps, trafficators and horn.

The short-stroke, 1,057 c.c. engine offers a top speed of around 80 m.p.h. but this car behaves itself best and exudes most charm at speeds under 60 m.p.h. Above this pace I found that there was a sudden rise in engine, transmission and road noise. As you get near the car's top speed the steering becomes less precise and the car tends to "wander" a little, especially when driven in a gusty wind on exposed roads.

The Viva is a friendly car, ideally suited to the family which needs plenty of room for four adults, ample luggage space and reasonable fuel economy. It looks functional, in the modern styling idiom. The standard model costs £527 including tax.

The Moulton stowaway bicycle

With Britain's car firms achieving a record production rate in October to underline the importance of the Buchanan Report and give it special topicality, I thought it was time that in self-defence, and looking to the future, I should practise using one of those interesting new bicycles designed and manufactured by Mr Alex Moulton, of Moulton Developments, Ltd., Bradford-on-Avon, Wiltshire, who was responsible for the ingenious rubber suspension units used on the British Motor Corporation's Minis and 1100s.

Courtenay Edwards tests the Vauxhall Viva four-seater saloon over tricky roads in the Welsh mountains

It is a car with which you feel very much at home as soon as you get into the driving seat and start the engine. In the modern jargon, you get instant familiarity. Everything seems to be in the right place. Everything works nicely and smoothly.

The steering is light, with gentle self-centring characteristics, the centrally mounted handbrake is of the pull-up type, the floor lever

The model I tried, naturally enough, was the Stowaway which dismantles into four components for easy stowage in car boots. The low-slung frame splits simply into two parts and the carrier and saddle also come away easily. You can do it in about 40 seconds, after a little practice, and fit them in a space measuring 42 ins. by 28 ins. by 14 ins. The boot of a Morris or Austin 1100, for instance.

The Stowaway has a single gear and a useful back-pedalling brake. Otherwise it is identical in basic design to the other multi-gear revolutionary Moulton models, which have a longer wheelbase than usual, 16-ins. wheels for greater manoeuvrability and acceleration, car-type springing (telescopic at the front, with rubber and a coil spring; rubber in shear and compression at the back) and low centre of gravity.

Prices for the five models range from £26 9s for the standard three-speed version to £44 for the four-speed Safari model. The Stowaway costs £25 9s. It is potentially a great aid to motorists in beating traffic congestion.

The Porsche 904

The new GT Porsche—Type 904—illustrated on this page last week, will appeal primarily to the enthusiast who plans to take part in rallies and races, and there should be a number of them competing in British events next year. I do not know the UK price. In Germany it costs 29,700 DM.

The 904 is based, in some of its more important design features, on the Porsche Grand Prix models. The aerodynamic glass fibre body of low frontal area is carried by a chassis frame which is both light and stiff. This potent new Porsche has coil springs front and rear; disc brakes all round; five-speed, all-synchromesh transmission; and a flat four, air-cooled engine of 1,966 c.c. which is located ahead of the rear axle and develops 180 b.h.p.

Prepare for fog

If you have studied the first of the long-range weather forecasts issued by the Meteorological Office you will know that we seem to be in for a lot of fog. You may have made certain that you have in your car a de-icing aerosol for clearing frozen fog from the screen and windows and a tin of amber lacquer for painting the headlamp lenses if you don't want to rely wholly on your fog lamps.

But have you considered the danger of your ignition system becoming saturated with moisture during persistent fog, especially if you have to leave your car in the open all night or for long periods on a foggy day? It can make starting difficult or impossible and I think it's a wise precaution to waterproof your electrics and so guard against this kind of expensive inconvenience. You can do this by spraying a coating of acrylic plastic on to your plugs, leads and distributor. One preparation of this kind is the Damp Start made by Holt Products and sold in aerosols for 5s 6d.

Motoring Notes

Cosmic Car Accessories have announced a new range of gadgets for the rear-engined Hillman Imp, including dummy radiator grille for the front of the car (£5 10s), bonnet embellishing strip (12s 6d), door pocket kick plates (£1 10s a pair), ratchet type bonnet stay and brackets (£1 each) and rear window prop (5s). . . . More Christmas present ideas can be found in the special gift catalogue prepared by Les Leston, racing driver and car accessory specialist of High Holborn, WC1. . . .

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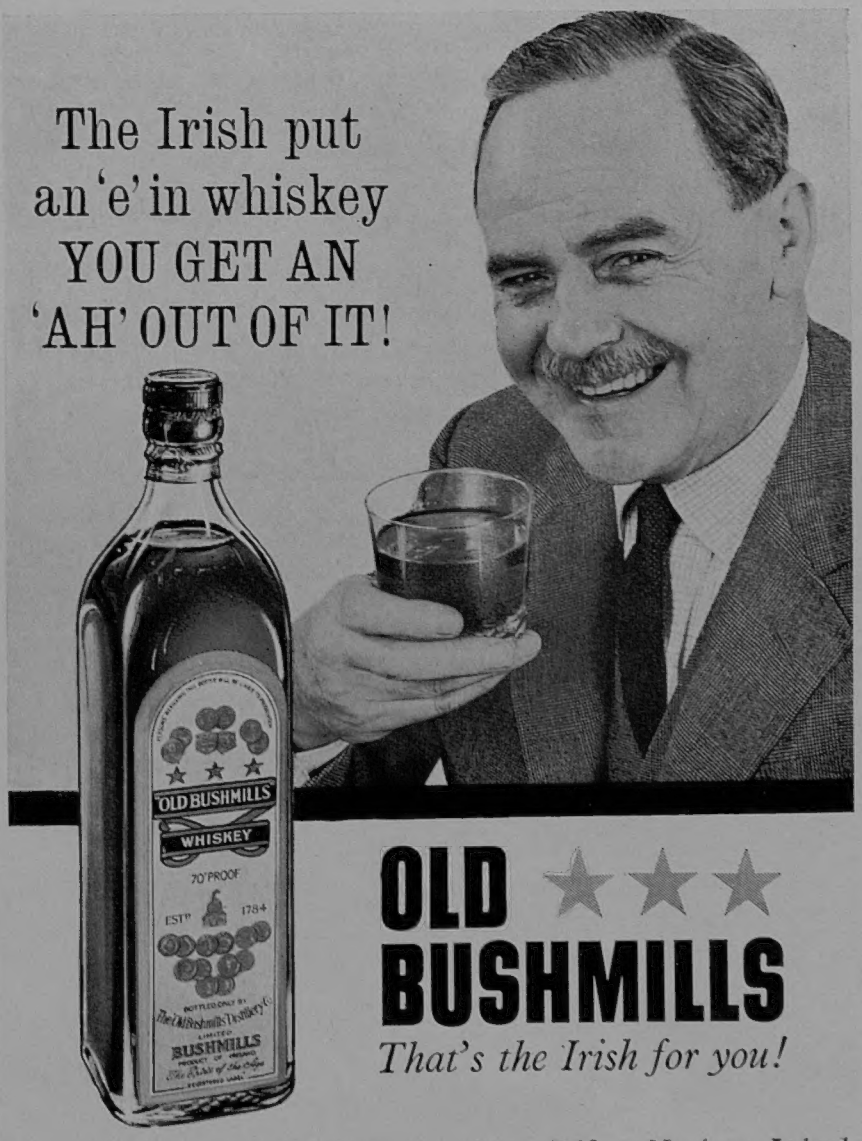

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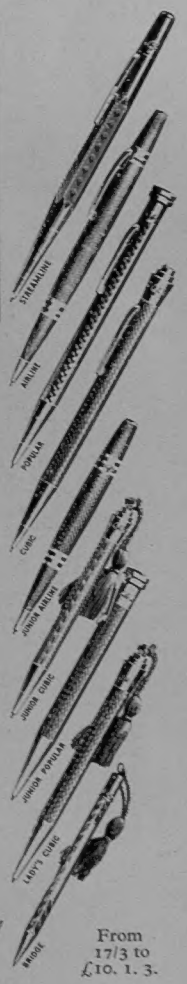

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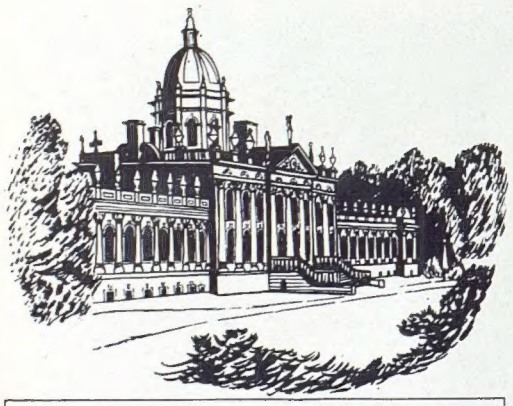

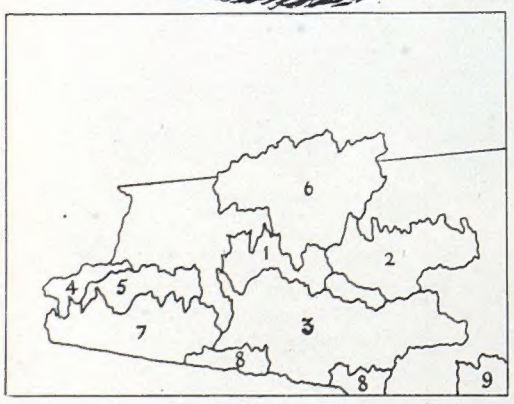

Castle Howard, Yorkshire

Seemingly built for a race of giants, the ornate splendour of Castle Howard is equalled in opulence by the temples, bridges, statuary and fountains of its gardens. Largely built and laid out by Sir John Vanbrugh from 1700 to 1726, Castle Howard was his first creation; and, though he was certainly assisted by Nicholas Hawksmoor, it remains almost incredible that this playwright become architect was able to bring such a grandiose scheme into being. At any rate, this is probably the finest surviving British example of landscape gardening at its most formal and stylised, yet also foreshadowing the picturesque.

Among Castle Howard's more recent and more intimate features is the border illustrated, in which a few bold plants make a satisfying combination. Its focal point is the silvery-grey cardoon, *Cynara cardunculus* (1), a plant prized as a vegetable abroad, though seldom eaten here, but increasingly used in gardens and floral arrangements for its large, deep-cut leaves. Close by are *Campanula lactiflora* (2), one of the most reliable and robust of the bellflowers, and the herbaceous peony, *Festiva maxima* (3), with its huge, informal globes of flower. Two more semi-double peonies—Lady Alexandra Duff (4), and Monsieur Jules Elie (5)—look from a distance like roses, and behind them, indeed, are roses to carry on the colour scheme later; while, on the wall, the quaintly named early-nineteenth-century rambler, Félicité et Perpétue (6), intertwined with *Clematis* Nellie Moser, opens white and fragrant from flesh-tinted buds. The elegant mouthful, *Nepeta* Souvenir d'André Chaudron (7) labels an improved kind of catmint, while further colour at the border's edge comes from yellow pansies (8) and the delicate pink bells of a graceful Mediterranean onion relative, *Allium pulchellum* (9).

Castle Howard, whose owner is Mr. George Howard, is 6 miles south-west of Malton on the York road, A 64. It is open between 14 April and 2 June on Sundays only; and, between 4 June and 6 October, on Tuesdays, Wednesdays, Thursdays, Saturdays and Sundays, from 1.45 p.m. to 5.15 p.m.: and on Bank Holiday Mondays, from 11.30 a.m. to 5.30 p.m.

This garden will be illustrated in the Shell Gardens Book to be published in 1964.

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